Agenda Item No._____

File Code No. 530.04

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: July 17, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Contract For Final Design Of The Mason Street Bridge Replacement Project

RECOMMENDATION: That Council:

A. Confirm that Kimberly Avenue shall remain a two-way street;
B. Approve the proposed Mason Street Bridge Project width design and roadway geometry in accordance with City, State, and Federal standards, with design exceptions as approved by the City Engineer;
C. Accept Federal Highway Administration Highway Bridge Program grant funding in the amount of $5,106,236 for the Mason Street Bridge Replacement Project, and authorize the increase of estimated revenues and appropriations in the Fiscal Year 2013 Streets Capital Fund by $5,106,236 for the Mason Street Bridge Replacement Project; and
D. Authorize the Public Works Director to execute a City Professional Services contract with Bengal Engineering, Inc., in a form acceptable to the City Attorney, in the amount of $550,340 for final design services for the Mason Street Bridge Replacement Project, and authorize the Public Works Director to approve expenditures of up to $55,034 for extra services of Bengal Engineering, Inc., that may result from necessary changes in the scope of work.

EXECUTIVE SUMMARY:

The Mason Street Bridge was constructed in 1955. The replacement of the bridge is an integral part of the Lower Mission Creek Flood Control Project (LMCFCP), which was approved by Council in 2001. The LMCFCP is a joint effort between the United States Army Corps of Engineers, Santa Barbara County Flood Control, and the City. The LMCFCP is intended to reduce flooding on the lower portions of Mission Creek, and spans approximately 1.3 miles of the Mission Creek channel, from Canon Perdido Street to Cabrillo Boulevard. This reach of the LMCFCP is subject to flooding that affects residents, businesses, and transportation facilities, including the nearby railroad station, resulting in significant damage to property and productivity.

As part of the City's preliminary design review process, the Mason Street Bridge Project (Project) was brought before several City advisory committees, who have had different opinions, including some that remain unresolved. A key discussion item is how to maximize vegetation between the widened Mission Creek and the proposed western alignment of Kimberly Avenue, while still meeting City design practices and policies. Some design recommendations affect the width of a portion of Kimberly Avenue, leaving it as a two-way street, or making it a one-way street. Staff is requesting direction from the Council to the advisory boards and commissions on the items identified in this report.

DISCUSSION:

PROJECT DESCRIPTION

In 2001, the Planning Commission (PC) certified the LMCFCP Environmental Impact Study/Environmental Impact Report (EIS/EIR), which was subsequently approved by Council. Currently, Mission Creek can handle only an 8-year storm event. After the LMCFCP improvements are completed, the capacity will be increased to convey a 20-year storm event (3,400 cubic feet per second). In addition to improving water conveyance, final channel improvements will enhance aquatic habitat and restore some of the native plant and tree species. This conceptual design included the replacement of the bridge and the realignment of Kimberly Avenue. In 2007, the LMCFCP received Coastal Development Permit (CDP) approval from the Planning Commission, followed by other regulatory permits for the City and County.

On January 26, 2010, Council authorized a contract with Bengal Engineering, Inc. (Bengal), for Preliminary Design services for the Project. The replacement of this structurally and hydrologically deficient bridge is primarily being funded by the Federal Highway Bridge Program (HBP). Federal HBP funds will reimburse the City 88.53 percent of the design, right of way, and construction costs. State toll credit funds will provide the local match for the right of way and construction phases, leaving the City to pay only 11.47 percent of the design costs, plus any ineligible expenses, such as Project staff time accrued before federal authorization to proceed with design was given.

The existing bridge is a simple span, concrete bridge about 36-feet long to match the existing channel being 35-feet wide. In order to accommodate the LMCFCP channel widening, the Project will involve removing and replacing the bridge to span the new LMCFCP's 55-foot channel width. In addition, the Project includes new retaining walls, bridge railing, sidewalk and street enhancements, street and utility realignments, sloped creek banks, landscaping, habitat expansion areas adjacent to the creek bed, and associated work. The Project is in the right of way acquisition phase and is now ready to move into final design. (See Attachment 1 for the Project location.)

The proposed Project design is in conformance with prior Council, PC, and California Coastal Commission approvals. Since these approvals, staff has worked with the Historic Landmarks Commission (HLC) and the Creeks Advisory Committee (CAC)

during Preliminary Design to add landscaping, add more sloped creek banks, and expanded habitat area. However, as part of this review process, staff has been directed by the HLC to include additional landscaping.

There are essentially two design features, which could allow more landscaping and sloped creek bank: either further narrow Kimberly Avenue, and/or further narrow the new bridge.

KIMBERLY AVENUE - ONE-WAY VERSUS TWO-WAY ISSUE

The proposed Project is designed with Kimberly Avenue remaining a two-way street. The LMCFCP EIS/EIR approved in 2001, and the CDP approved in 2007, reflected Kimberly Avenue as a two-way street. The Chapala Street Bridge Replacement Project is in close proximity to this Project, and it was recently approved by the PC and included Chapala and Yanonali Streets remaining as two-way streets.

The CAC recommended that Kimberly Avenue be revised to a one-way street to allow for additional sloped creek bank habitat expansion area. As a one-way street, the narrowest road width allowed by the Fire Department for a public roadway is 20 feet, curb-to-curb. The HLC has stated they strongly prefer a one-way street to allow the Project bridge to be narrowed. The Transportation and Circulation Committee (TCC) agreed with the staff recommendation to narrow Kimberly Avenue from its existing 31.8-feet curb-to-curb width to the proposed 26 feet curb-to-curb width and keep it a two-way street. The proposed Project design, includes an innovative bridge rail style (see Attachment 5), which allows the bridge width to be 43 feet, independent of Kimberly Avenue being either a one-way street or two-way street. The TCC found that converting Kimberly Avenue to a one-way street would not be in conformance with the Circulation Element of traffic circulation for the neighborhood. If the one-way alternative is to be pursued, staff anticipates this would result in a significant delay in updating the environmental documents, which will include determining if there is sufficient neighborhood support, and possibly jeopardize FHWA project grant funding due to the anticipated delay.

In an effort to meet the interests expressed by the Historic Landmarks Commission (HLC), the Creeks Advisory Commission (CAC), and the Transportation and Circulation Committee (TCC), the proposed design includes the addition of approximately 1,500 square feet of sloped creek bank habitat expansion area north of Mason Street, west of Kimberly Avenue. The approved EIS/EIR and CDP did not include vegetated sloped creek banks immediately north of Mason Street west of Kimberly Avenue.

Staff has contacted the property owners or their representatives for the properties fronting Kimberly Avenue and Yanonali Street between Kimberly Avenue and Chapala Street. Along this stretch, there are ten properties with eight property owners. All eight property owners or their representatives either prefer or support that Kimberly Avenue remain a two-way street, and the majority of them do not support it becoming a one-way street.

Staff requests Council confirm that Kimberly Avenue remain a two-way street.

BRIDGE DESIGN WIDTH

In order to maintain grant funding and achieve the Caltrans/FHWA engineering design approval, the Project's bridge roadway design must meet current standards and the current professional design "standard of care", and meet a minimum approvable bridge roadway width, in accordance with Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and City criterion. The City does not have sufficient funds to build the $11 million Project without federal grant funding.

The Historic Landmarks Commission (HLC), the Creeks Advisory Commission (CAC), and the Transportation and Circulation Committee (TCC), have all recommended that the bridge be designed to minimize the bridge's width and maximize adjacent vegetated creek bank slopes and habitat expansion areas, and to be consistent with the neighborhood residential setting. After initially expressing concerns, the HLC and the CAC have already acknowledged and approved the proposed bridge abutment location, which includes the removal and mitigation of a large Sycamore tree.

To accommodate the direction to minimize the Project's bridge width, staff has been able to reduce the bridge's design width from 60 feet to 43 feet. However, the HLC has requested a 30-foot wide rail-to-rail bridge. This direction cannot be met and still meet the federal bridge width minimum standards. The May 24, 2012, TCC staff report contains associated detailed design information and is included as Attachment 3. The excerpts of the minutes from the TCC's meeting of May 24, 2012, and the minutes from the HLC's June 6, 2012, meeting are included as Attachment 4.

Staff is proposing a bridge design width of 43 feet that includes an innovative bridge rail design, and a 28 feet curb-to-curb roadway width (see Attachment 5). The HLC has expressed their support of utilizing the innovative bridge rail. Caltrans has confirmed that the minimum bridge curb to curb roadway width that can meet state and federal standards is 30 feet. Though the proposed 28-foot bridge roadway width will reduce the bridge design width, it requires a design exception. Staff expects that the proposed bridge design exceptions will be approved by Caltrans/FHWA.

Staff and the TCC are recommending six-foot wide sidewalks on both sides of the bridge, in accordance with the Pedestrian Master Plan, and matching existing neighborhood sidewalks widths west of the bridge. The HLC and the CAC recommend five-foot wide sidewalks, which is the minimum width allowed by City Municipal Code. Staff will need to obtain design exceptions from Caltrans and the FHWA to include, a) the reduction of the pavement travel way from two 12-foot wide travel lanes to two 11-foot wide lanes, and b) a road approach transition width variance, because the roadways to and from the bridge are wider than the proposed bridge width. It is a federal design standard for the bridge width to conform with the roadway approach widths.

Staff requests that Council approve the recommended bridge width design of 43 feet, with design exceptions that can be approved by Caltrans and the FHWA and deemed necessary by the City Engineer. Staff also requests that Council direct the HLC to incorporate this design width in their design approval.

DESIGN PHASE CONSULTANT ENGINEERING SERVICES

With approval of the key design features of bridge width and Kimberly Avenue's alignment, staff can proceed with final design. On January 26, 2010, Council awarded Bengal Engineering Inc. (Bengal) the preliminary design contract. On April 4, 2012 the FHWA authorized additional grant funds for design. Staff negotiations with Bengal resulted in a fair and reasonable cost approvable by Caltrans in the amount of $550,340 for final design, and expenditures of up to $55,034 for extra services of Bengal that may result from necessary changes in the scope of work.

COMMUNITY OUTREACH

The Project went before the Historic Landmarks Commission on five occasions, before the Creeks Advisory Commission on three occasions, and before the Transportation and Circulation Committee once. The Project is required to return to the Historic Landmarks Commission for final design approval. All of the hearings have been, and will continue to be, publicly noticed.

The Project will include the full acquisition of three properties and partial acquisition of the following properties:

- 15 West Mason Street – Full acquisition for widening Mission Creek
- 16 West Mason Street – Partial acquisition for the realignment of Kimberly Avenue
- 20 West Mason Street – Full acquisition due to expected house damage during construction
- 135 Kimberly Avenue – Full acquisition for widening Mission Creek

All acquisitions are necessary to construct the proposed Project. All property owners have or will be contacted to negotiate property acquisition and relocation assistance, as appropriate. On May 22, 2012, Council approved the Professional Services contract for Project right of way acquisition and relocation assistance.

When the construction contract is awarded, notifications by mail, including fact sheets in both English and Spanish, will be sent out to owners and residents providing basic Project related information, including the dedicated Project phone number and website address. Pre-construction public meetings will be held to inform owners and residents of the construction timeline and review of the Project's details. Planned outreach methods during construction include Project road signs, City Television updates, local media press releases, and a ribbon cutting ceremony for the completed bridge.

FUNDING

The Federal Highway Bridge Program will pay 88.53 percent of eligible design, right-of-way, and construction costs. State toll credit funding sources provide the local match for the right-of-way and construction phases, with the City share of 11.47 percent for the design phase only.

The following summarizes all estimated total Project costs:

ESTIMATED TOTAL PROJECT COST

Design	Federal Share	State* Share	City Share	Total Cost
Design Phase				
Preliminary Design (by contract with Bengal)	$191,971	$0	$24,872	**$216,843**
Final Design (this contract with Bengal)	$535,938	$0	$69,436	**$605,374**
Environmental Review and Permits	$84,090	$0	$10,895	**$94,985**
Survey	$17,706	$0	$2,294	**$20,000**
City Staff Project Management & Review	$212,293	$0	$50,000	**$262,293**
Subtotal (Design)	**$1,041,998**	**$0**	**$157,497**	**$1,199,495**
Right of way Phase				
Property and Easement Acquisition and Relocation	$4,363,800	$565,376	$25,000	**$4,954,176**
Subtotal (Right-of-way)	**$4,363,800**	**$565,376**	**$25,000**	**$4,954,176**
Construction Phase				
Construction	$3,837,435	$497,180	$0	**$4,334,615**
Construction Administration	$500,535	$64,850	$50,000	**$615,385**
Subtotal (Construction)	**$4,337,970**	**$562,030**	**$50,000**	**$4,950,000**
TOTAL PROJECT COST	**$9,743,768**	**$1,127,406**	**$232,497**	**$11,103,671**

*State Toll Credit Funds

The recommended appropriation of $5,106,236 in grant funds is required to match appropriations with the current FHWA approved authorization limit. The current grant funding (FHWA plus State Toll Credit) authorization limit is $5,971,174. To date, only $864,938 has been approved by Council. The appropriation consists of $177,060 in grant funds to complete the design phase and $4,929,176 in grant funds for the right of way phase. With the approval of the recommendation to increase revenue and

appropriations, there are sufficient funds in the Streets Fund to cover the City's share for the Project.

SUMMARY

The Project has significant site constraints and complex design parameters. The preliminary design review by City boards and commissions has revealed competing recommendations and comments. The design is intended to balance these competing issues. A common Project design theme has been to maximize vegetated sloped creek banks by either minimizing the bridge width, and in the case of the HLC and CAC recommendations, maximally narrow Kimberly Avenue. The TCC has supported the staff recommendation to keep Kimberly Avenue a two-way street, maintain state and federal approvable bridge design dimensions, extend a sidewalk along Kimberly Avenue, and add, to the maximum extent practical, creek side sloped vegetation.

Proposed Project Design

- Bridge width design of 43 feet
- Bridge roadway width of 28 feet curb-to-curb
- Bridge sidewalk width of 6 feet
- Reduced travel way from two 12-feet wide travel lanes to two 11-foot wide lanes
- Reduced roadway approach transition width
- Kimberly Avenue remains a two-way street

Staff requests that Council approve the proposed bridge design and roadway geometry, in accordance with City, State, and Federal standards, with the design exceptions, as approved by the City Engineer, and confirm that Kimberly Avenue remain a two-way street.

ATTACHMENTS:

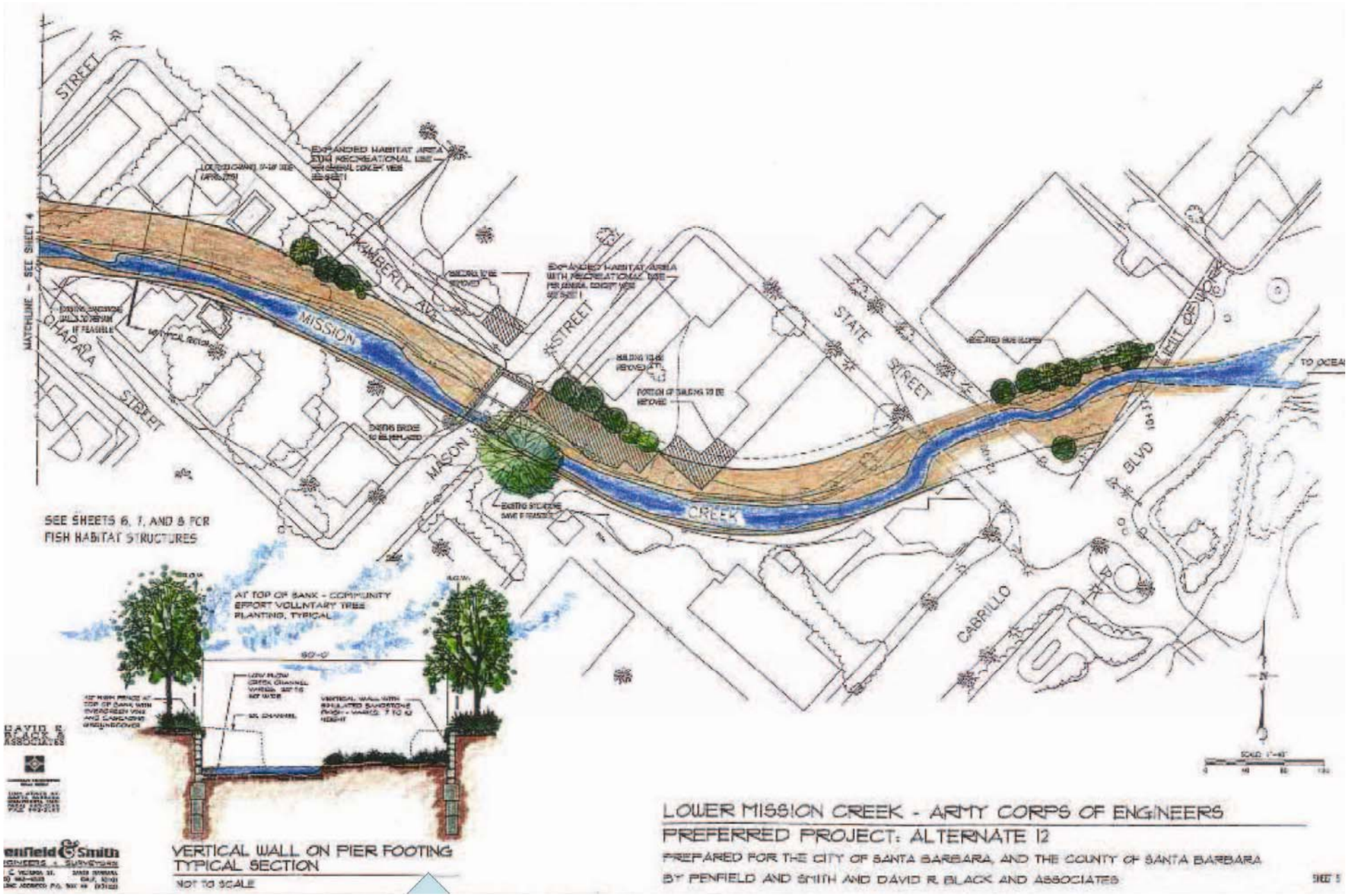
1. Project Site Plan
2. Proposed Bridge Design
3 May 24, 2012, Transportation and Circulation Committee Staff Report
4. Minutes excerpts from Transportation and Circulation Committee meeting of May 24, 2012 and Historic Landmarks Commission meeting of June 6, 2012
5. Innovative Bridge Rail Designs

PREPARED BY: John Ewasiuk, Principal Engineer/sk

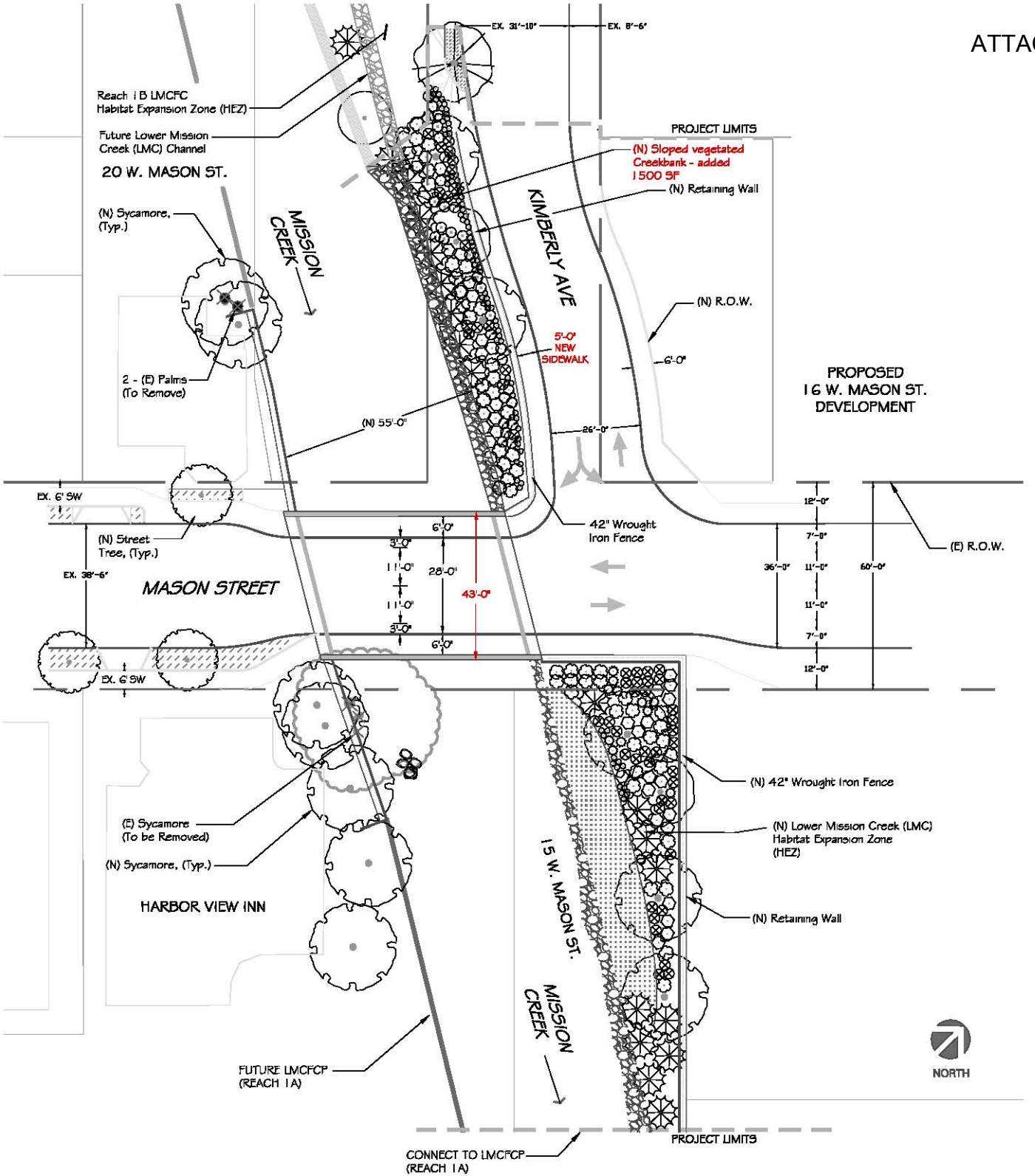
SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office

LOWER MISSION CREEK FLOOD CONTROL PROJECT



ATTACHMENT 2



City of Santa Barbara
Transportation & Circulation Committee
Staff Report

DATE: May 24, 2012

TO: Transportation & Circulation Committee (TCC) Members

FROM: John Ewasiuk, Principal Civil Engineer

SUBJECT: Mason Street Bridge Replacement Project

RECOMMENDATION

That the Transportation & Circulation Committee:

A. Review the proposed Mason Street Bridge Replacement Project and comment on its consistency with the Pedestrian Master Plan and Circulation Element; and
B. Provide comments and recommendations for Council to consider whether Kimberly Avenue traffic circulation should remain as a two-way street, or change it to a one-way street.

INTRODUCTION

The Mason Bridge Replacement Project (Project) involves replacing the structurally and hydrologically deficient bridge over Mission Creek. The Project is grant funded, and will increase the channel's capacity in accordance with the Council-approved Lower Mission Creek Flood Control Project (LMCFCP), the 2000 Environmental Impact Statement/Environmental Impact Report (EIS/EIR), and the 2008 Coastal Development Permit. In addition, the City used a California Environmental Quality Act (CEQA) Addendum to the EIS/EIR as the basis for an approval of the LMCFCP Coastal Development Permit. Caltrans prepared a National Environmental Policy Act (NEPA) Categorical Exemption for the federal environmental review for the new Mason Street Bridge.

The Project is in the preliminary design stage and has been before the Creeks Advisory Committee (CAC) and the Historic Landmarks Commission (HLC) where the Project's design recommendations were made. This report focuses mainly on the CAC and HLC comments related to transportation issues.

The primary Transportation & Circulation Committee (TCC) issues addressed in this report are 1) Project sidewalk issues, 2) bridge geometry, and 3) Kimberly Avenue pavement width and traffic circulation. While supported by policies within their purview, some of the bridge design recommendations from the CAC and HLC are in conflict with certain Circulation Element and Pedestrian Master Plan City policies. This report is intended to describe these conflicts, with respect to the competing City policies the CAC, HLC, and staff desire to follow. The report also includes potential solutions to meld competing policies in an attempt to balance the apparent conflicts between the various City policies. The TCC comments and recommendations will be

presented to Council, with a final Project scope recommendation, at the time the Project final design contract is recommended for award.

BACKGROUND

The City, with grant funding from the Federal Highway Administration, proposes to demolish the structurally and hydraulically deficient Mason Street Bridge over Mission Creek, and construct a new bridge at the same location. The bridge was rendered hydraulically obsolete due to Council's 2001 approval of the LMCFCP. The LMCFCP has been an effort between the U.S. Army Corps of Engineers, the Santa Barbara County Flood Control and Water Conservation District, and the City. At this time, federal funding for the LMCFCP appears unlikely, and the City and County are moving forward with incremental construction (individual bridges and segments of channel improvements), using various grant funds and local funding sources.

The LMCFCP is located along Mission Creek from Canon Perdido Street to Cabrillo Boulevard, a distance of about 1.3 miles. The LMCFCP will widen the creek channel to increase flood flow capacity in order to reduce flooding and property damage. Widening the channel will replace old concrete walls and non-native invasive plants will be replaced with native riparian species. Natural creek bed improvements will be made to enhance the endangered species habitat for the Southern California steelhead trout and the tidewater goby.

The bridge span will be lengthened to accommodate the proposed LMCFCP 20-year flood conveyance. The existing bridge span is about 36-feet and 33-feet in width. The new channel width and the new bridge span will be 55-feet. As approved in the LMCFCP's conceptual plan from the 2000 EIS/EIR, the bridge replacement will include the realignment of the south end of Kimberly Avenue at Mason Street to accommodate channel widening. (See Attachment 1)

The Project has been reviewed by the HLC on four occasions (Attachment 2 - HLC Minutes), and the HLC has yet to approve the Project's design. The transportation and circulation policy-related comments, that HLC expressed, revolve around bridge and sidewalk widths and vehicle/pedestrian circulation. The HLC continues to request the narrowest bridge width feasible so it is compatible with the surrounding neighborhood. In addition, the HLC recommended changing traffic circulation along Kimberly Avenue from a two-way street to a one-way street.

The Project also went before the CAC on three occasions (Attachment 3 - CAC Minutes). The CAC recommended expanding the Habitat Expansion Zones and expressed concerns regarding water quality. They also recommended narrowing the bridge width and minimizing sidewalk widths.

Some of the HLC and CAC recommendations are supported by neighborhood and creek preservation policies, but conflict with transportation and circulation related policies.

CURRENT ISSUES

1. Project Sidewalk Issues

No sidewalk currently exists for approximately 80 feet on the west side of Kimberly Avenue, north of Mason Street. Attachment 4 shows the existing sidewalk network in this neighborhood. HLC recommended not installing the "missing link" sidewalk in order to maximize the vegetated creek bank and minimize the height of the retaining wall west of Kimberly Avenue. However, this segment would be the only stretch of sidewalk missing for this block. Failure to install this "missing

link" does not appear to comply with the American with Disabilities Act, the Pedestrian Master Plan, or the Circulation Element policies, which state that "missing link" sidewalks be installed under these circumstances. The current design includes a new six-foot wide sidewalk at this location to match the existing sidewalk width immediately north of the "missing link".

The HLC and CAC also recommended minimizing the sidewalk width on the east side of Kimberly Avenue. The existing sidewalk on the east side of Kimberly Avenue is eight and a half-feet wide, with trees and tree wells. In response to these recommendations, the current design reflects a six-foot wide sidewalk with no tree wells. The result of the two and a half-foot reduction of sidewalk width is the widening of the vegetated creek bank west of Kimberly Avenue. This reduction will also result in a reduced height of the new retaining wall immediately west of the western Kimberly Avenue sidewalk.

The CAC and HLC also recommended reducing the sidewalk widths on the bridge to five feet, which is the minimum width required by the City's Municipal Code. For pedestrian circulation, staff recommends that the sidewalk on the bridge (both sides) be no less than six feet in accordance with the Pedestrian Master Plan, and to match the existing six-foot sidewalk widths on Mason Street immediately west of the bridge.

2. Bridge Geometry

This Project's design elements are complex and have competing needs. Staff efforts to date have focused on producing a balanced project to address those needs. The Project is also required to meet Caltrans's standards, American Association of State and Highway Officials' (AASHTO) standards and City of Santa Barbara Municipal Code and Engineering Design Standards. For example, the documents produced by Caltrans and AASHTO provide criterion for the following:

- Bridge Width
- Roadway Approach Width and Transition To and From the Bridge
- Road Shoulder Width
- Sidewalk Width
- Barrier Rail Width
- Sight Distance
- Deck Geometry Ratings
- Design Speed and Future Design Volumes

Based upon the above noted criteria there are three bridge width design scenarios ranging from 43-feet to 49.5-feet, or 28-feet to 32-feet curb to curb. Attachment 5 is the Bridge Design Exception Matrix that led the Public Works Department to the recommended design alternative being the 43 foot wide bridge, 28 feet wide curb to curb. (See Attachment 6) The proposed bridge roadway width is two feet less than the 30-foot minimum bridge width per Caltrans and AASHTO standards; however, staff is recommending Design Exceptions for this and any proposed deviations from the State and Federal standards.

Staff and the Project's Design Engineer, Bengal Engineering, acknowledge that the proposed bridge will not meet some of the Caltrans and federal design requirements. It is an AASHTO standard for the travel lane "travel way" to be 12-feet wide. Staff is recommending an 11-foot travel way for each side of Mason Street. Further, the existing and proposed Mason Street road approach widths are wider than the proposed bridge width. This transition will also require a Design Exception. The proposed bridge roadway with of 28 feet will require a transition from the

proposed 36-foot Mason Street road width east of the bridge, and the 38.5-foot Mason Street existing road width west of the bridge. Therefore, staff recommends no additional Design Exceptions. The more Design Exceptions requested, the higher the liability risk to the City in the event of an incident. These issues have been discussed with Caltrans who indicated their support of these proposed Design Exceptions.

The new bridge width is proposed to be 43-feet wide, or 28-feet wide curb to curb. The width of each bridge component is shown on Attachment 7. No parking will be allowed on the bridge. The existing bridge width is 33.4-feet, 24.4-feet curb to curb, and includes two 3.4-foot wide sidewalks.

Given the vehicular roadway needs, it is important to assess bicycle and pedestrian circulation needs. In October 2010, the average daily vehicle trips were 1,662 vehicles per day on Mason Street, west of Kimberly Avenue. Due to the low existing volumes and projected future volumes of approximately 2,000 vehicle trips per day, a separate bicycle lane on the bridge or on this roadway segment of Mason Street is not necessary. Bicyclists and vehicles can share the road, as the California Vehicle Code allows.

Staff is proposing to use a "See Through" bridge rail design to meet the ASSHTO sight distance requirement for vehicles traveling southbound on Kimberly Avenue and turning eastbound on Mason Street. If the "See Through" bridge rail is not a viable option, and if Kimberly Avenue remains a two-way street, the north side of the bridge would require an eight and a half-foot wide sidewalk and the roadway shoulder continue to be seven-feet wide along the entire north side of Mason Street as opposed to the minimum three-foot wide shoulder on the south side of the new bridge. (See Attachment 7).

3. Kimberly Avenue Pavement Width and Traffic Circulation

Kimberly Avenue is currently a two-way street and is proposed to remain as a two-way street with the approved LMCFCP EIS/EIR and this proposed Project. The approved LMCFCP included the realignment of the Kimberly Avenue and Mason Street intersection and new bridge location. The October 2010 average daily vehicle trips along Kimberly Avenue were 128 vehicles per day, which is very low. In 2011, staff evaluated changing Kimberly Avenue from a two-way to a one-way street to determine how it impacted the proposed Chapala/Yanonali Bridge Replacement Project (Chapala Bridge Project). Considerations at the time included whether the bridge could be narrowed to address water quality concerns related to homeless encampments and illegal activity (drug use) under the existing bridge. Subsequently, the Public Works, Community Development, and Parks and Recreation Departments then determined Kimberly Avenue shall remain a two-way street, in accordance with the Circulation Element policies, in order to preserve the design vehicle circulation options in the area. The Chapala Bridge Project is in final design and has City board and commission design and environmental approvals.

The CAC and HLC recommended that Kimberly Avenue be redesigned from a two-way street to a one-way street, which was anticipated to allow the Mason Street Bridge to be narrowed due to the elimination of an intersection sight distance requirement with the utilization of conventional bridge railings. The basis for this recommendation is to minimize the proposed new bridge width and allow for resulting enlarged vegetated creek bank slopes and minimized retaining wall heights between Kimberly Avenue and Mission Creek.

A proposed potential solution to the intersection sight distance issue is the use of a Caltrans "See Through" bridge rail style which will be thoroughly evaluated during the final design of the Project. The "See Through" bridge rail design is expected to allow the driver of a vehicle on Kimberly Avenue, going eastbound on Mason Street, to safely see an eastbound vehicle west of the Mason Street/Kimberly Avenue intersection. However, this style of bridge rail is new to the City design review boards and would require HLC approval. See Attachment 7 for the Sight Distance Criteria Comparison Chart and Attachment 8 for examples of "See Through" bridge rails. If the "See Through" bridge rail style is found viable and approvable, it will result in the narrowest bridge design width feasible.

Maintaining Kimberly Avenue as a two-way street and utilizing a "See Through" bridge rail results in the same new bridge width (43 feet, or 28 feet curb to curb) as obtained by modifying Kimberly Avenue to a one-way street and utilizing a conventional bridge railing (non-"See Through" bridge rail style). Maintaining Kimberly Avenue as a two-way street requires a throat width of 26 feet north of Mason Street for vehicular turning movements. A one-way street would be 20-feet wide from Mason Street to approximately 110 feet north of Mason Street. It then reverts to a 31.8-foot wide street for the remainder of the block. If Council directs Kimberly to be 20-feet wide one-way street, the 6-foot reduction of pavement width would be available for additional vegetated creek bank and would reduce new retaining wall heights west of Kimberly Avenue.

The proposed Project design is in accordance with the approved LMCFC EIS/EIR and does not include changing Kimberly Avenue from two-way to one-way as part of this Project. Changing the roadway circulation to one-way could be achieved; however, it is likely that it would become a separate project which would require Council approval via an ordinance amendment which would involve neighborhood outreach/support and additional CEQA review and neighborhood support/approval. This added process would result in significant delays estimated to be approximately one to two years, possibly jeopardizing the $11 million in federal grant funds for this Project. The federal funding for this Project includes 100 percent funding for the right of way and construction phases of the Project. Staff recommends not risking the loss of this critical federal grant. Staff anticipates requesting Council's approval of the Project final design contract in August 2012. At that time, staff will seek Council's direction regarding the Kimberly Avenue circulation issue.

With respect to bicycle circulation, a separate bicycle lane along Kimberly is not required due to the low vehicle volumes on this street.

CONCLUSION

Staff strives to develop a project in conformance with prior Council, Planning Commission, and California Coastal Commission approvals while continuing to balance CAC, HLC and transportation goals and policies. There are many challenges and complexities of the environmental, programmatic, transportation/circulation, and economical realities and needs surrounding this Project. The proposed Project design must meet current standards and the current "standard of care" in order to be professionally certified. The proposed Project addresses these challenges. Further, the proposed Project meets the objectives of the LMCFCP. The Project also incorporates the minimum bridge roadway width approvable given Caltrans, AASHTO, and City criterion contingent upon approval by Caltrans and the FHWA for the Design Exceptions for bridge width, travel way, and roadway approach/transition widths.

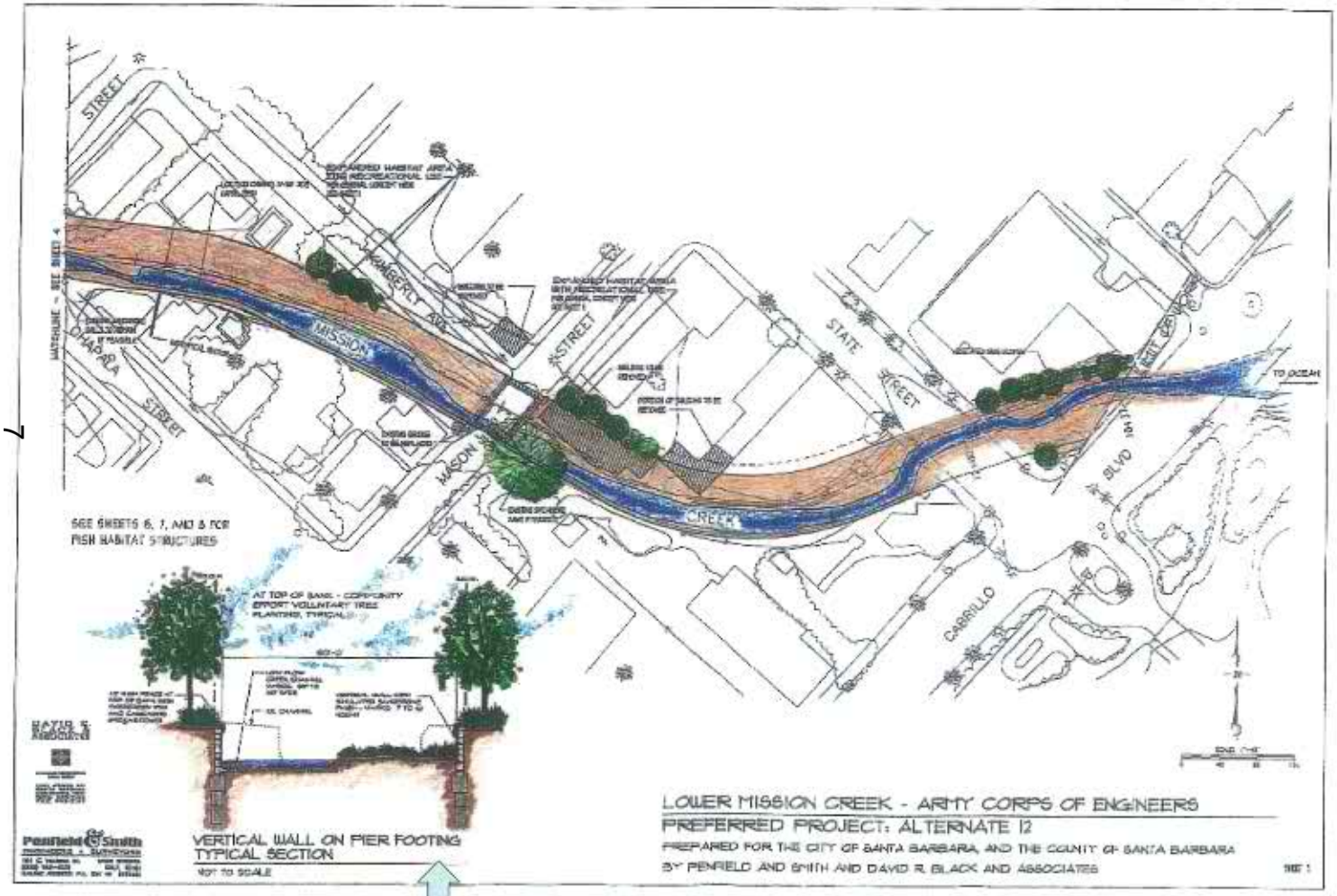
Staff requests that the TCC comment on 1) Project consistency with the Pedestrian Master Plan, specifically regarding the Kimberly Avenue "missing link" sidewalk issue, and sidewalk widths; 2) bridge geometry criteria including the proposed Design Exemptions; and 3) provide comments and recommendations for Council to consider whether traffic circulation on Kimberly Avenue should be a two-way or one-way street.

Attachments:
1. LMCFCP Concept Plan
2. HLC Minutes
3. CAC Minutes
4. Neighborhood Sidewalk Network
5. Bridge Design Exception Matrix
6. Proposed Bridge Layout
7. Sight Distance Criteria Comparison Chart
8. "See Through" Bridge Rail Examples

JWG/JE/kts

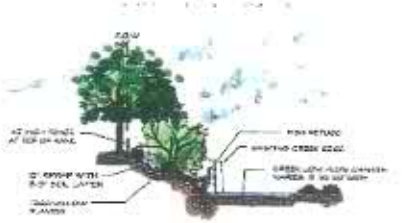
cc: Pat Kelly, City Engineer/Assistant Public Works Director
Browning Allen, Transportation Manager
Cameron Benson, Creeks Restoration/Clean Water Manager
John Ilasin, Project Engineer
Michael Berman, Project Planner
Historic Landmarks Commission
Creeks Advisory Committee

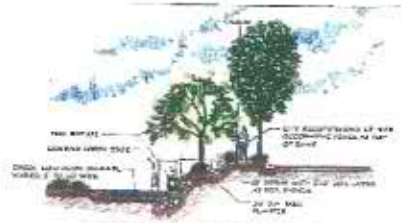
Lower Mission Creek Flood Control Project



Creek cross section adjacent to Kimberly Ave

Habitat Expansion Zone Concepts





Note: Project team is working with Creeks Division on a different expanded habitat zone concept that incorporates a low bench for emergent wetland vegetation

HISTORIC LANDMARK COMMISSION
CASE SUMMARY

MST2010-00261

NR-BRIDGE REPL 0 BLK W MASON ST 2096 SEG ID

Project Description:

Proposal to replace the structurally deficient Mason Street Bridge over Mission Creek and increase channel capacity in accordance with the approved 2001 Lower Mission Creek Flood Control Project Environmental Impact Report/Environmental Impact Statement. The existing bridge span is 35 feet and the new bridge span will be 55 feet; the existing road bed width is 36 feet and the new road bed width will be 60 feet.

Activities:

2/29/2012 ***HLC-Project Design Hearing***

(Project Design Approval is requested. Requires compliance with City Council Resolution No. 01-137. Project was last reviewed on January 18, 2012.)

(Time 3:08)

Present: John Ewasiuk, Principal Engineer; and David Black, Landscape Architect

Public comment opened at 3:38 p.m.

Chair Suding acknowledged a memo from the Creeks Restoration and Water Quality Improvement Citizens Advisory Committee.

Lee Moldaver, City Creeks and Watersheds Advisory Committee, commented that research indicates the Mason Street Bridge could be as narrow as 28 or 30 feet; 2) supports moving the wall and sidewalk at Kimberly Avenue ten feet toward State St.; 3) suggested the wall at Kimberly Avenue be placed under the street edge for a partial slopping bank; 4) suggested abandoning the drain 100 feet further up from the bridge.

Mark A. Romasanta, representing Romasanta Family Trust, commented in support of the project.

Eddie Harris, Santa Barbara Creeks, commented on public expectation that the proposed changes should benefit the natural environment; in favor of further narrowing of Kimberly Avenue, minimize the proposed width of the bridge, replace the proposed vertical wall on upstream side near Kimberly Avenue with a sloped bank, and suggested providing native canopy trees for shade.

Activities:

Public comment closed at 3:49 p.m.

Motion: Continued indefinitely with the following comments/suggestions:
1. The Commission continues to request that the width of the bridge railing to railing be no wider than 30 feet to be consistent with the residential neighborhood setting.
2. Redesign of Kimberly Avenue as a one-way street is strongly preferred to allow for a reduction in bridge width.
3. Remove the sidewalk on the west side of Kimberly Avenue.
4. Minimize the sidewalk on the east side of Kimberly Avenue as the width seems excessive.
5. Shorten the drain line and replace the Sycamore tree to be removed.
6. Slope the surface of creek bank adjacent to Kimberly Avenue to the least maximum extent possible.
7. Stability of the slope, including sizes of boulders, continues to be considered as critical to the design.
Action: La Voie/Boucher, 8/0/1. Motion carried. (Shallanberger abstained.)

1/18/2012 HLC-Project Design Approval

1/18/2012 HLC-Concept Review (Continued)

(Third Concept Review. Action may be taken if sufficient information is provided. Requires compliance with City Council Resolution No. 01-137. Project was last reviewed on December 7, 2011.)

(2:16)

Present: John Ewasiuk, Principal Engineer; and David Black, Landscape Architect

Public comment was opened at 3:12 p.m.

Mark Romasanta, representing Romasanta family trust: in support of the project and is happy to have trees placed on his property with utility details to be worked out; would prefer Kimberly Avenue to be not as wide but understands the reasoning.

Kellam de Forest: suggested that public access to the inevitable creek bank habitat be restricted; requested an arborist report.

Eddie Harris: in support of the additional trees and resulting shade; the project should include sloped banks and street realignment wherever possible.

Lee Ann French, representing the Creeks Advisory Committee: appreciates efforts to address loss of the Sycamore tree and is in favor of the expansion; continue narrowing where possible, and reinforce no parking on banks; suggested relocating the 54-foot storm drain upstream and removing the abandoned piping.

Public comment was closed at 3:25 p.m.

Activities:

Straw vote: How many Commissioners could support the westerly bridge alignment? 7/1.

Motion: Continued indefinitely with the following comments:
1. The Commission appreciates the research of the project as presented today.
2. The majority of the Commission supports the western bridge alignment.
3. Construction at the foot of the habitat-exposed zones should include Tidewater Goby.
4. Develop details for the underside of the bridge.
5. Provide significant size trees to provide shade as soon as possible.
6. The faux sandstone needs work, perhaps use existing sandstone.
7. A majority of the commission feel the proposed tree mitigation measures are acceptable.
8. Reduce the width of the bridge, 36 feet appears too wide. The bridge should be consistent with the residential neighborhood setting, investigate exceptions to federal standard.
9. Provide a plan showing the quantity of Sycamore trees proposed for removal.
10. There is support for the 1.5-foot wide rail as opposed to 2.5-foot rail.
11. Remove the abandoned storm-drain pipe.
12. Provide drawings showing "what the bridge will look like" including existing and proposed. It was suggested that an overlay of the proposed plan over an aerial view image be included.
13. On plans show the shade and shadows provided by the proposed trees.
14. Study adding a way for wild life to traverse north/south below the bridge and fencing.
15. Provide aerial photos showing the parking alignment of cars.
16. Bridge railing option A may be appropriate.
17. Study reducing width of sidewalks along north of Mason Street and east side of Kimberly Avenue.
Action: Shallanberger/Boucher, 7/1/0. Motion approved. (Drury opposed because he would like the Sycamore preserved. La Voie absent.)

The Commission recessed at 3:45 p.m. and reconvened 4:00 p.m.

1/11/2012 ***HLC-Resubmittal Received***

12/7/2011 ***HLC-Concept Review (Continued)***

(Second Concept Review. Action may be taken if sufficient information is provided. Requires compliance with City Council Resolution No. 01-137. Project was last reviewed on November 9, 2011.)

(1:43)

Present: John Ewasiuk, City Principal Engineer; David Black, Landscape Architect; and Pat Kelly, City Assistant Public Works Director

Public comment opened at 1:59 p.m.

Lee Moldaver, Santa Barbara Creeks and Watersheds Advisory Committee: saving of sycamore tree,

Activities:

compatibility with unique nature of neighborhood, narrower bridge and expanse, and request for range of other options and scenarios.

Eddie Harris, Santa Barbara Urban Creeks Council: saving of sycamore tree, appropriate habitat, lack of slope banks, and narrower bridge.

Mark Romasanta, local business owner: spoke in favor of the project.

Public comment closed at 2:11 p.m.

Motion: Continued to the January 4, 2012, meeting with the following comments:
1. The sloped banks are essential to the success of this project.
2. Continue to study reduction of the sidewalk width.
3. Provide a plan showing Kimberly Avenue as a one-way street with a reduced throat.
4. Show Sycamores on the west side of Mission Creek in close proximity to the existing Sycamore.
5. Although some Commissioners felt that the project is a good balance, the majority found that a further effort towards balance needs to be made, bringing the bridge closer to neighborhood compatibility.
6. Provide plan showing a minimized (side-to-side) width of the bridge. Shrinking the width of the bridge should be done so as to protect the Sycamore tree. If the Sycamore tree is ultimately proposed to be removed, mitigation measures shall be clearly shown on the plans.
7. Appropriately significant sized trees shall be proposed.
8. Return with studies of proposed material and color for the bridge railings and abutments; earth tones were suggested.
Action: Orias/Drury, 8/0/0. Motion carried.

*** THE COMMISSION RECESSED FROM 2:39 P.M. TO 2:46 P.M. **

12/2/2011 ***HLC-Resubmittal Received***

3 sets of plans, memo for distribution, and additional photos rec'd for HLC FB, already scheduled for 12-7-11 by SGG.

11/9/2011 ***HLC-Concept Review (New)***

(Action may be taken if sufficient information is provided. Requires compliance with City Council Resolution No. 01-137.)

(2:44)

Present: Don Spagnolo, Public Works Project Manager; John Ewasiuk, Public Works Engineer; and David Black, Landscape Architect

Michael Berman provided background comments and remained available to respond to questions.

Public comment was opened at 2:58 p.m.

Activities:

Mark Romasanta: addressed road width concerns, sidewalks, turning radius, and the "taking" of public property.

Eddie Harris: addressed concerns about health and productivity of the Creek; potential EIR requirement for removal of the historic Sycamore tree; suggested narrowing the sidewalks.

Chris Casebeer, opposed, deferred his speaking time to Ms. French.

Le Anne French, Creeks Advisory Committee: addressed concerns with tree preservation, suggested narrowing the bridge, and consideration of the type of railing used.

Virginia Hunter: concerned about the order of construction projects, and possible flooding if the Cabrillo Bridge is not addressed first.

Mary Louise Days: expressed concern about removal of the Sycamore trees and questioned whether a historic structures report had been prepared. Mr. Berman responded that several reports have been prepared.

Public comment was closed at 3:11 p.m.

Motion: Continued four weeks with the following comments:
1) The Sycamore tree is to be preserved in situ.
2) The bridge width is to be narrowed to the extent possible.
3) Slope the banks of the creek to the maximum extent possible.
Action: La Voie/Boucher, 6/0/0. Motion carried. (Shallanberger abstained. Drury absent)

Note: 1) Staff agreed to inform homeowners on this block when they are no longer found within the flood plain. 2) The road should be reduced to one-way and narrowed to enable a tree to be saved.

***THE COMMISSION RECESSED AT 3:30 P.M. AND RECONVENED AT 3:33 P.M. ***

11/2/2011 ***HLC-FYI/Research***

Approved by City Council under the Lower Mission Creek Flood Control Project, CC Resolution No. 01-137.

10/25/2011 ***HLC-Mailed Notice Prepared***

For 11/9/11 HLC Full Board hearing. Description provided by John Ewusiak and reviewed by Michael Berman.

10/25/2011 ***HLC-Resubmittal Received***

initial design review submittal

Activities:

9/15/2010 ***HLC-Archaeology Report***

(Review of Archaeological Survey Report prepared by Ann Munns of Applied EarthWorks, Inc.)

(2:06)

Present: Michael Berman, City Environmental Analyst

Staff comments: Susan Gantz, Planning Technician, stated that Dr. Glassow reviewed the report and concluded that the archaeological investigation supports the report's conclusions and recommendations that the potential for encountering prehistoric archaeological resources during construction is considered low, and the standard condition regarding the discovery of unanticipated archeological resources applies and shall be on the construction plans prior to issuance of a building permit.

Motion: To accept the report as submitted.
Action: Boucher/Suding, 6/0/0. Motion carried.

9/15/2010 ***HLC-Historic Structures Report***

(Review of Historical Resources Evaluation Report prepared by Applied Earthworks, Inc. The HRER recommends that the structure at 15 W. Mason Street, former garage for the Californian Hotel, be removed from the Designated Historic Resources list as a Structure of Merit. The Mason Street bridge was found to not qualify as a historic resource.)

(2:07)

Present: Michael Berman, City Environmental Analyst

Staff comments: Michael Berman, Environmental Analyst, stated that Staff has read the report, found it to be acceptable and recommend acceptance of the report.

Public comment opened at 2:10 p.m.

Kellam de Forest, local resident, commented on the need to have the structure formally documented.

Public comment closed at 2:11 p.m.

Motion: To accept the report as submitted with the comment that the letter from Mary Louise Days dated December 15, 1987, be included
Action: Boucher/Suding, 6/0/0. (Naylor/Pujo/Sharpe absent.) Motion carried.

9/15/2010 ***HLC-Hist. Struc. Rpt Accepted***

Historical Resources Evaluation Report (HRER) dated August 2010, prepared by Aubrie Morlet, Architectural Historian, Applied EarthWorks, Inc. was accepted - along with memorandum dated August

Activities:

24, 2010, from M. Colleen Hamilton, Senior Arch. Historian/Hist. Archaeologist, Applied EarthWorks, Inc. A letter dated December 15, 1987, from Mary Louise Days, is to he included in the acceptance of the HRER.

9/15/2010 ***HLC-Archaeology Rpt Accepted***

Archaeology Survey Report dated August 2010, prepared by Ann Munns and Leeann Haslouer, Applied EarthWorks, Inc. was accepted as presented - along with memorandum dated August 24, 2010, from Ann Muns.

That the Committee review and approve the 2012 Regular Meeting Schedule.

Documents:
2012 Regular Meeting Schedule

Speakers:
Cameron Benson, Creeks Restoration/Clean Water Manager

Committee Questions/Discussion:

Motion:
Committee members Moldaver/Lohmus to approve the 2012 Regular Meeting Schedule.

Vote:
Voice Vote 6/0

b. **Mason Street Bridge Replacement Project Liason Report**

Recommendation:
That the Committee receive a report and discuss the Mason Street Bridge Replacement Project.

Speakers:
Cameron Benson, Creeks Restoration/ Clean Water Manager, Lee Moldaver, Committee Liason

Committee Questions/Discussion:
Committee Members asked questions regarding the slope of the creek bank in the habitat expansion zone of the project, whether any restoration will occur on the West side of the creek, how the existing Sycamore tree can be saved, how the project will affect adjacent homeowners, whether sidewalks will be installed on the west side of Kimberly St, whether the bridge rail will be solid or contain open spaces, relocating the existing abandoned storm drain pipe to increase sloped bank on the east side of the creek, upstream of the bridge, whether the rocks in the habitat expansion zone will be submerged or exposed, preserving the feel of the neighborhood, whether Kimberly Street can be made one-way; and, eliminating parking on the bridge to minimize the width.

Mr. Macintosh left at 6:40

Mr Ewasiuk reported that research is being done on options for preserving the Sycamore tree, that talks are taking place with private property owners on the west side of the creek to have trees planted, that Kimberly street will need to have a fixed width whether it is one-way or two-ways, that the current plans include a sidewalk on the west side of Kimberly; and, that options for railings will be presented to the HLC in January.

Mr Benson reported that the proposed Habitat Expansion Zone design provides for two different habitat areas, and also discourages public from using it as an entry/exit to the creek; and, that the current structure on the west side of the upstream side of the bridge will be protected in place.

Motion:

Committee member Moldaver/Lohmus to summarize recommendations and forward to the Historic Landmarks Commision for their January 18th meeting.

Vote:

Voice vote 5/0

c. **Water Quality Research Program Update and Modifications**

Recommendation:

That the Committee receive an update on the Water Quality Research and Monitoring Program and concur with the staff recommendation to modify the research plan for Fiscal Year 2012.

Speakers:

Jill Murray, Water Quality Research Coordinator

Motion:

Committee members De Smeth/Weber to approve the modifications to the FY12 Water Quality Research and Monitoring Plan.

Vote:

Voice Vote 5/0

ADJOURNMENT

Motion:

Committee members Bullock/Moldaver to adjourn.

Mr. Bullock adjourned the meeting at 7:25 p.m.

Respectfully submitted,

Cameron Benson
Creeks Restoration/Clean Water Manager

Mr. Thomson reported that drainage pools are routinely checked for mosquito larvae and gambusia (mosquito fish) and biological controls are used in the pools help to control potential mosquito issues, no comprehensive monitoring has been done of the downstream ecosystem however before the project all water ended up in the creek within minutes, not much sediment has accumulated but access points were designed into the project to allow for future excavations if necessary, that gamusia were not introduced by the Creeks Division as part of the project but were rather discovered in the pools during research, that currently a 2 inch storm is 100% contained in the pools and that as winter progresses and the basins fill up it will determine the volume that flows into the creek; and, that although there is a working relationship with the Showgrounds and they have taken some measures to improve their runoff the current focus of the Creeks Division has been on the other side of Highway 101.

c. **Mason Street Bridge Replacement Project Liaison Report**

Recommendation:
That the Committee receive a report and discuss the Mason Street Bridge Replacement Project.

Speakers:
LeeAnne French and Lee Moldaver, Advisory Committee Liaisons

Committee Questions/Discussion:
Committee members asked questions regarding the benefit of removing the abandoned pipeline, the size of the trees required in mitigation, the replacement ratio if the affected Sycamore was removed; and, the spacing of the openings and the height of the bridge railings.

Mr. Benson reported that if the outfall of the storm drain is moved and the pipeline removed there is opportunity for more sloped banks on the upstream side of the bridge, that 15 gallon sized trees were recommended by the landscape architect with the possibility of propagating saplings from the existing Sycamore, that the size of the openings in the railings is approximately 4 inches and the height is approximately 4 feet.

Mr. Moldaver left at 6:54

ADJOURNMENT

Motion:
Committee members Bullock/DeSmeth to adjourn.
Mr. Bullock adjourned the meeting at 7:12 p.m.

Respectfully submitted,

Cameron Benson
Creeks Restoration/Clean Water Manager

CITY OF SANTA BARBARA
CREEKS RESTORATION/WATER QUALITY IMPROVEMENT
CITIZENS ADVISORY COMMITTEE MINUTES

SPECIAL MEETING

March 14, 2012

David Gebhard Meeting Room, 630 Garden St.

CALL TO ORDER
Chair Paul Bullock called the meeting to order at 5:36 p.m.

ROLL CALL
Committee members present:, Paul Bullock, Betsy Weber, Natasha Lohmus, LeeAnne French, Stephen Macintosh
Committee members absent: Lee Moldaver, Danielle De Smeth, Annie Marroquin
Liaison members present: Council Liaison Frank Hotchkiss
Liaison members absent: Planning Commissioner Michael Jordan, Parks and Recreation Commissioner Chris Casebeer
Staff present: Creeks Restoration/Clean Water Manager Cameron Benson, Creeks Administrative Specialist Jen Hollywood, Creeks Planner George Thomson, Assistant Parks & Recreation Manager Jill Zachary

APPROVAL OF MINUTES
Motion:
Committee Members French/Lohmus to approve the minutes of the regular meeting of January 18, 2012.
Vote:
Voice vote 4/0

AGENDA ADJUSTMENTS

PUBLIC COMMENT
No one wished to speak.

Mr. MacIntosh arrived 5:40

COMMITTEE MEMBER AND STAFF COMMUNICATIONS

7. BUSINESS ITEMS

a. **Mason Street Bridge Replacement Project Liaison Report**
Recommendation:

That the Committee receive a report discuss the Mason Street Bridge Replacement Project.

Speakers:
LeeAnne French, Committee Liaison

Public Comment:
No one wished to speak.

Committee Questions/Discussion:
Committee members requested a presentation from Planning Staff regarding the longterm goals of the area surrounding the bridge project to better understand the decisions being made regarding bridge size.

b. **Andree Clark Bird Refuge Vegetation Maintenance and Restoration Project Funding**

Recommendation:
That the Committee receive a presentation on the Parks Division's Andree Clark Bird Refuge Vegetation Maintenance and Restoration Project and provide a recommendation to City Council regarding whether Measure B is an appropriate source of funding for the project.

Speakers:
Jill Zachary, Assistant Parks & Recreation Director

Public Comment:
No one wished to speak

Committee Questions/Discussion:
Committee members discussed reasons why they felt the project did not fall under the Funding Guidelines for Measure B including: the project not qualifying as a "restoration" of the area, the project not improving water quality in the City, whether the project would be funded by any other municipality without a Measure B program as vector or flood control, this type of project has always been funded by the general fund in the past, that Measure B funds are not to be used for regulatory compliance to permitting agencies; and, that the planting portion of the project is required mitigation for the wetland plant removal.

Motion:
Committee members Weber/Lohmus to recommend to Council that the project is not an appropriate use of Measure B Funds.

c. **Status Update – Mission Creek Fish Passage at the Caltrans Channels**

Attachment 4

NEIGHBORHOOD SIDEWALK NETWORK

Mason Street Bridge Replacement Project

BRIDGE DESIGN EXCEPTION MATRIX

	Design Criteria				Comments	
Bridge Roadway Width	[1] 30' Minimum Roadway Width Met per AASHTO and Caltrans?[1]	[2] 12' Traveled Way Width Met per Caltrans?	[3] Kimberly Avenue Sight Distance Met per AASHTO?	[4] Bridge Roadway Width Equals Roadway Approach Width per AASHTO and Caltrans?	Summary of Issues	Item(s) Requiring Design Exception[2]
28'	No	No	Yes if "See-Through Bridge Rail" is feasible	No	Proposed bridge roadway width < 30' minimum required roadway width to meet AASHTO standards. 11' TW < 12' minimum TW. Bridge roadway width < 36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[1], [2], [4]
30'	Yes	No	Yes if "See-Through Bridge Rail" is feasible	No	11' TW < 12' minimum TW. Bridge roadway width <36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[2], [4]
32'	Yes	No	Yes	No	11' TW < 12' minimum TW. North bridge rail must be located 26.5' from Mason St. centerline for sight distance. Bridge roadway width < 36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[2], [4]

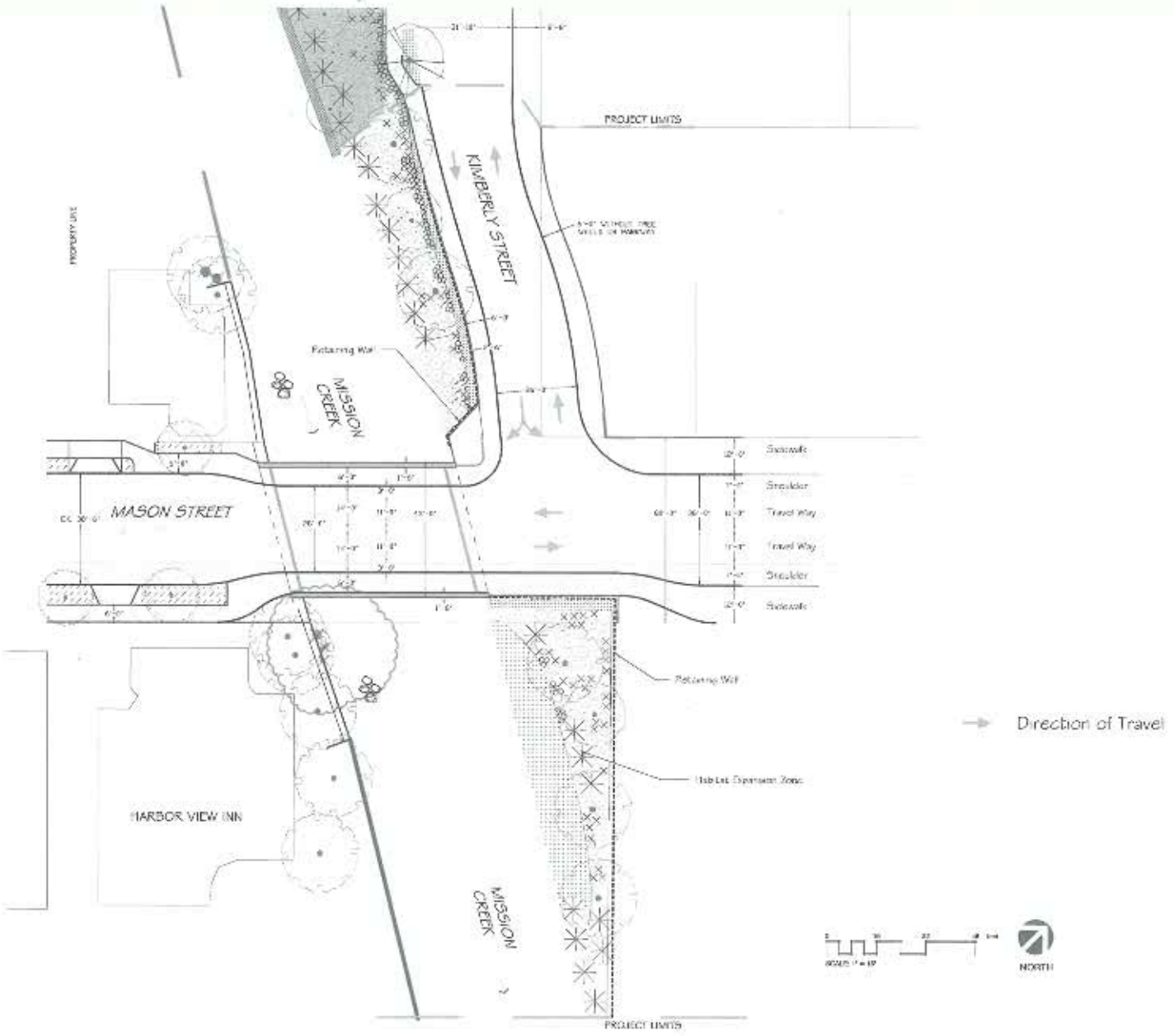
Abbreviations:

AASHTO	American Association of State Highway and Transportation Officials	EO	East of Bridge
		TW	Traveled Way
Caltrans	California Department of Transportation	WO	West of Bridge

Notes:

1 The 30' minimum roadway width is comprised of 12' travel ways and 3' shoulders.

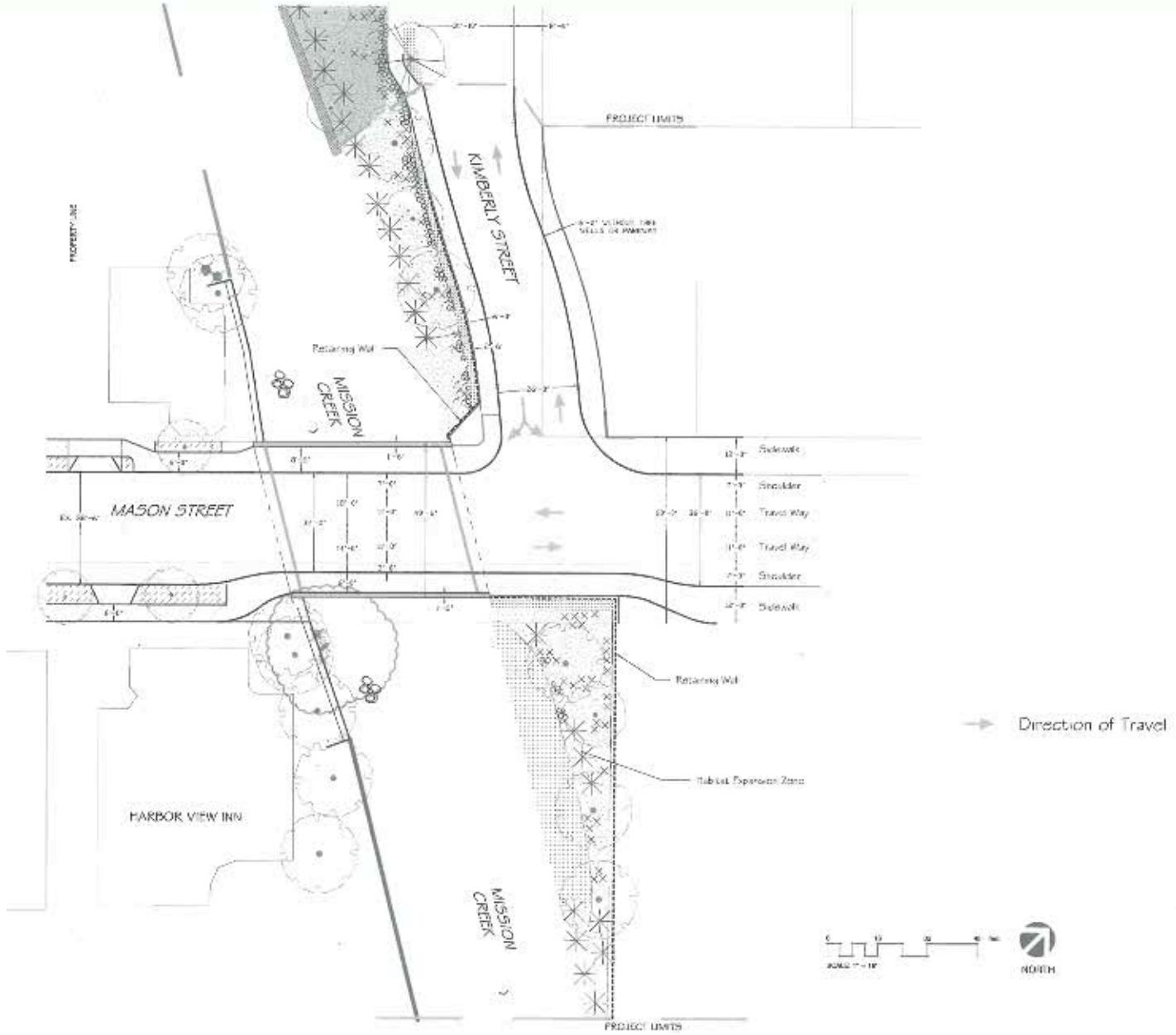
2 The purpose of the design exception process is to create a written record that documents the engineering decisions leading to the approval of each exception from a design standard. Source: *Chapter 21, "Exceptions to Design Standards."* Project Development Procedures Manual. California Department of Transportation.



MASON ST BRIDGE
PROPOSED PROJECT

XXXX
XXXX | XX
C-1-XXXX
Sht X of X

1 of 3



MASON ST BRIDGE

ALTERNATIVE PROJECT

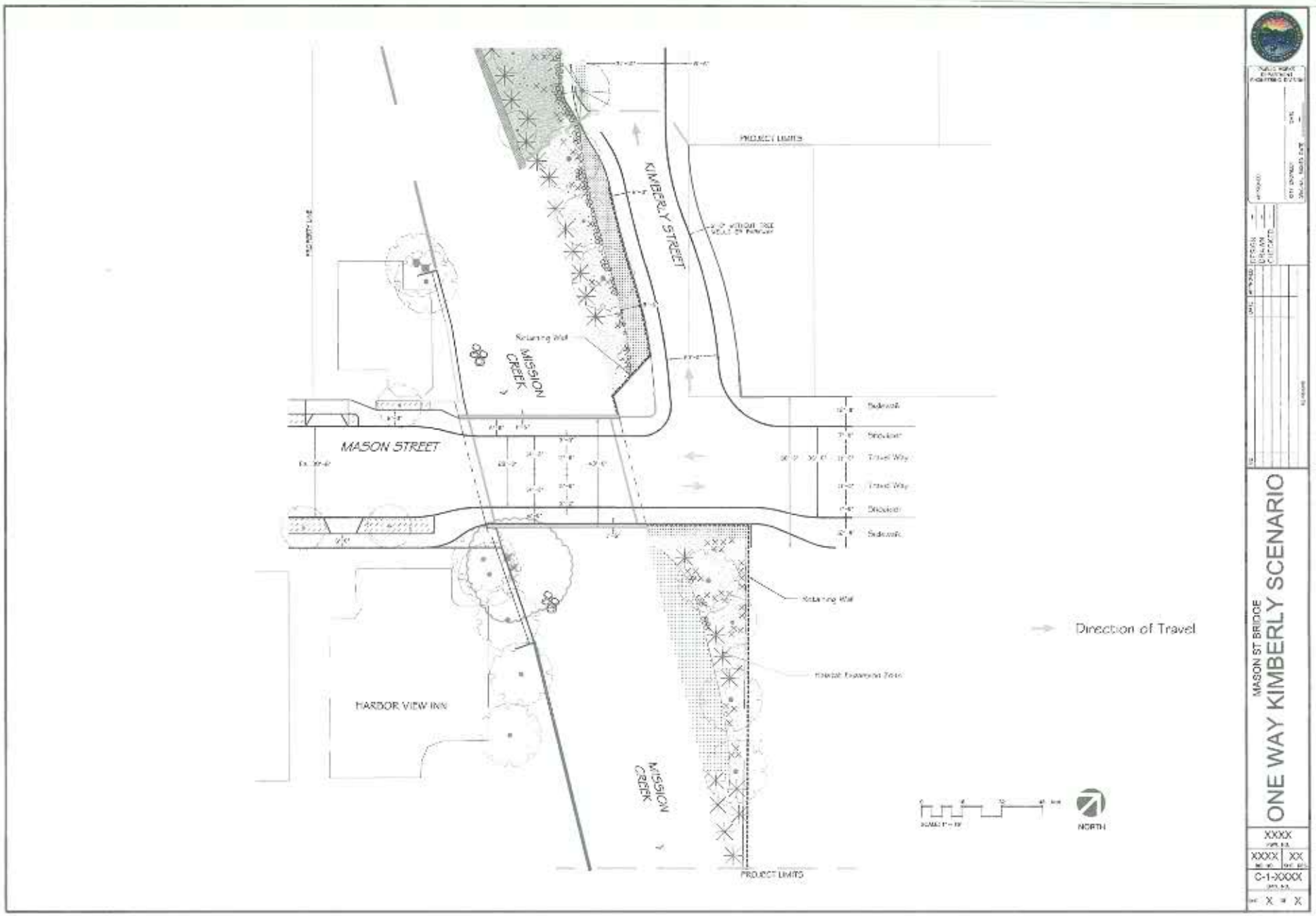
XXXX

XXXX | XX

C-1-XXXX

SHT X of X

2 of 3


KIMBERLY STREET
PROJECT LIMITS
MISSION CREEK
Retaining Wall
MASON STREET
Sidewalk
Shoulder
Travel Way
Travel Way
Shoulder
Sidewalk
Retaining Wall
Direction of Travel
HARBOR VIEW INN
MISSION CREEK
PROJECT LIMITS
NORTH
MASON ST BRIDGE
ONE WAY KIMBERLY SCENARIO
XXXX
XXXX
XX
C-1-XXXX

3 of 3

Mason Street Bridge Replacement Project

SIGHT DISTANCE CRITERIA COMPARISON CHART

	Kimberly Avenue- 2-WAY TRAFFIC with Sight Distance Criteria	Kimberly Avenue- 1-WAY TRAFFIC (NB from Mason Street) without Sight Distance Criteria	Kimberly Avenue- 2-WAY TRAFFIC (NB from Mason Street) with Sight Distance Criteria and using See-Through Bridge Rail
Proposed Geometry:	32' Mason Street Bridge	28' Mason Street Bridge	28' Mason Street Bridge
[1] Traveled Way Width (WB/EB)	11'/11' *	11'/11' *	11'/11' *
[2] Shoulder Width (WB/EB)	7'/3'	3'/3'	3'/3'
[3] Bridge Roadway Width ([1]+[2])	32'	28' *	28' *
[4] Sidewalk Width (NS/SS)	8.5'/6'	6'/6'	6'/6'
[5] Barrier Rail Width (NS/SS)	1.5'/1.5'	1.5'/1.5'	1.5'/1.5'
[6] Total Bridge Width	49.5'	43'	43'

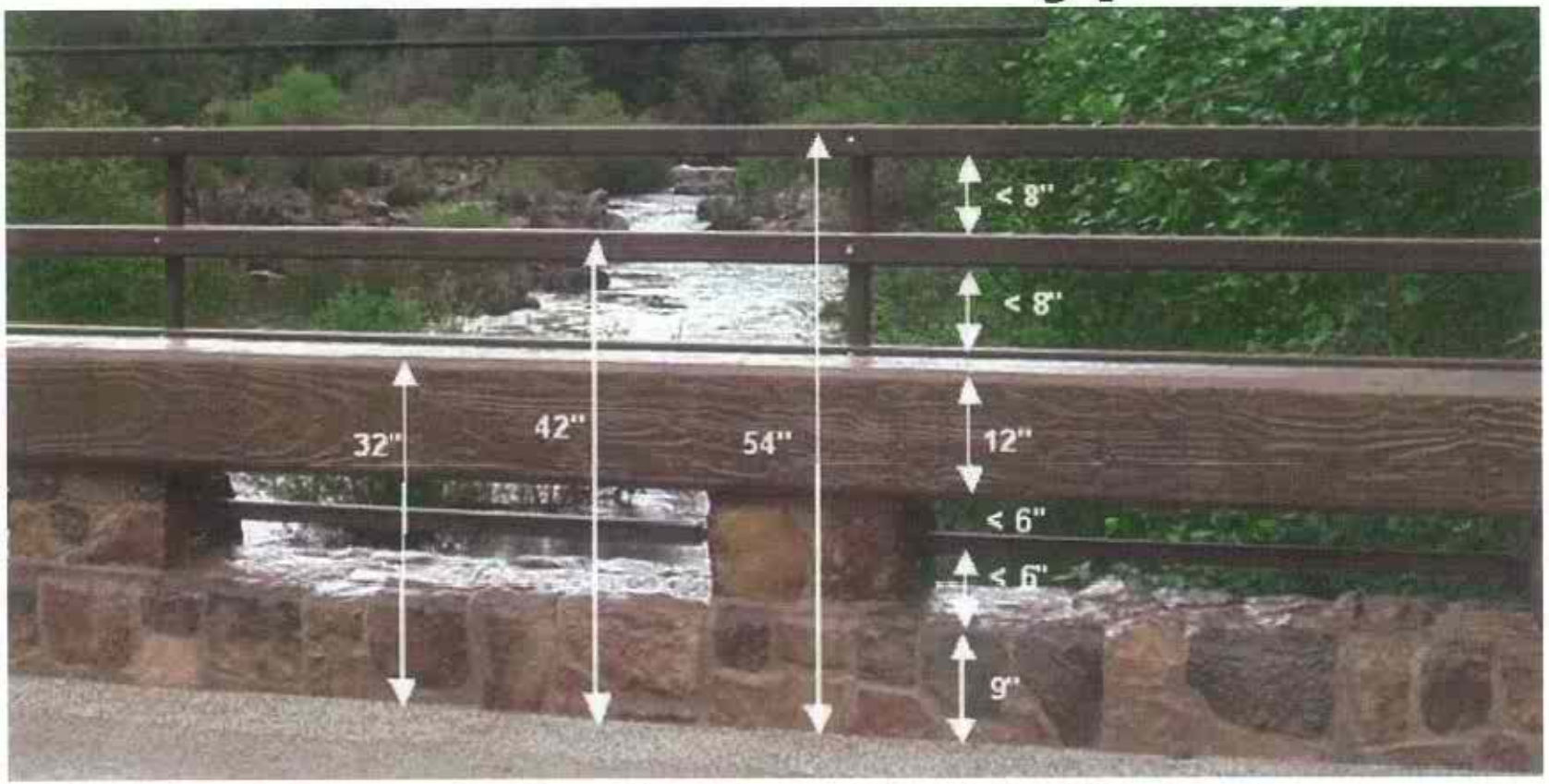
Abbreviations:
EB Eastbound Travel
NB Northbound Travel
NS North Side of Bridge
SS South Side of Bridge
WB Westbound Travel
* Requires Design Exception

Updated: Wed 5/16/12

California ST-70 Bridge Rail

- **Description:** See through 4-bar curb-mounted steel bridge rail
- **Test Level:** TL-4
- **Bridge Standard Detail Sheets:** see website
- **Height:** 46.5" above bridge deck (40.5" steel rail plus 6" curb)
- **Comments:** Rail is similar to California ST-20S Bridge rail except that the top 7.5" high handrail has been removed. This rail is 4.5" higher than the minimum required Bicycle Rail or Pedestrian Rail height of 42".

Concrete Barrier Type 80



- Photo of Concrete Barrier Type 80 - Modified with Architectural Treatment and with Bicycle Rail Offset 15" from Rail Face.

DRAFT

MEETING MINUTES EXCERPT

EXCERPTS

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, May 24, 2012, 6:00 PM

CALL TO ORDER: Chair Blackerby called the meeting to order at 6:03 PM

ROLL CALL:

TCC MEMBERS	Attendance
Hillary Blackerby	Present
Mark Bradley	Present
Keith Coffman-Grey	Present
Edward France	Present
Susan Horne	Present
David Tabor	Present

CITY STAFF PRESENT :
Browning Allen, Transportation Manager
Malinda Reese, Project Engineer, derrick, john e
Kim Thaler-Strange, Administrative Specialist
Derrick Bailey, Supervising Traffic Engineer
John Ewasiuk, Principal Civil Engineer

LIAISONS PRESENT
Cathy Murillo, Council Liaison
Deborah Schwartz, Planning Commission Liaison

OTHERS PRESENT
Sherrie Fisher, MTD

6:00

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. Chair Blackerby called the meeting to order at 6:01

Public Comment:

CONSENT CALENDAR:

2. Approval of Minutes from the April 26, 2012 meeting where a TCC quorum was present.

Motion: Approve the Minutes from the April 26, 2012, meeting.

Motion made to approve the minutes by, Keith Coffman-Grey; seconded by Susan Horne

Ayes: 5 Noes: Abstain 1 Absent:

REPORTS

5. Mason Street Bridge Replacement Project

John Ewasiuk, Principal Civil Engineer, presented a report on the Mason Street Bridge Project and asked the TCC to comment on its consistency with the Circulation Element and Pedestrian Master Plan, and provide recommendations to Council on whether Kimberly Avenue (Kimberly) should remain as a two-way street, or change to a one-way street.

Mr. Ewasiuk described the location and the issues surrounding the project, and how it fits in with other City projects.

Public Comment:

Lee Moldaver, member of the Creeks Advisory Committee (CAC), representing the special ad-hoc subcommittee of the CAC, indicated that the CAC wanted Kimberly to be one-way with the narrowest possible bridge.

Ms. Blackerby summarized a letter received from Children's Museum (Museum) that said that they would prefer Kimberly to remain two-way. Another letter, written by a neighbor requested that parking on Kimberly not be slanted or angled, and expressed concern about a loss of revenue to businesses that have Chapala Street (Chapala) addresses.

Ms. Kay expressed concern about the loss of parking to residents and businesses in that area and that the neighborhood was not informed about any of these changes.

TCC Comments

Ms. Blackerby asked staff to clarify whether or not parking would be removed whether or not Kimberly stayed as a two-way street or became a one-way street, and asked that if the issue of the sidewalk, had been brought before the Access Advisory Committee. Mr. Ewasiuk indicated that the proposed project includes the two-way configuration for Kimberly, and that if the project is not done this way, the City will be in violation of the Americans with Disabilities Act (ADA). Mr. Allen added that per the ADA, the minimum sidewalk width is five to six feet, and that the Pedestrian Master Plan (PMP) calls for a six-food sidewalk.

The Committee's main concerns were with the sidewalk width and parking loss. They all agreed that

the sidewalk had to be there, but had differences of opinion as to how wide the sidewalk would be. They also expressed interest in the see-through railing, and thought that if staff could get that style of railing approved, it would give some wiggle room for the sidewalk width. The Committee also agreed that community outreach to this neighborhood was critical. They supported keeping Kimberly as a two-way street. The main debate during discussion was on the sidewalk width. The majority of the Committee was concerned with keeping within the guidelines of the PMP. Staff suggested a motion that would help staff get in alignment with the HLC and CAC desires, but that this is ultimately Council's call.

Staff asked for a unified direction regarding Kimberly, and indicated that the design engineer will do what the City requests. Staff also said that if Council wants Kimberly to be changed to a one-way street, they would pursue a separate project.

The following motions were made and passed:

Motion: That the Committee recommend five foot sidewalks on the creek side of Kimberly, six foot sidewalks on the State Street side, and six foot sidewalks on both sides of Mason.

Motion made by Ed France; seconded by Keith Coffman-Grey

Ayes: 5 Noes: 1 Abstain Absent:

Noes: Bradley.

Motion: That the Committee recommends keeping Kimberly the way it is in the proposal, through staff recommendations, as a two-way street.

Motion made by Keith Coffman-Grey; seconded by Hillary Blackerby

Ayes: 5 Noes: Abstain: 1 Absent:

Blackerby adjourned the meeting at 9:10

City of Santa Barbara
Planning Division

HISTORIC LANDMARKS COMMISSION
MINUTES

Wednesday, June 6, 2012 David Gebhard Public Meeting Room: 630 Garden Street 1:30 P.M.

COMMISSION MEMBERS:
PHILIP SUDING, *Chair* – Present
DONALD SHARPE, *Vice-Chair* – Present
LOUISE BOUCHER – Present
MICHAEL DRURY – Present
WILLIAM LA VOIE – Present
FERMINA MURRAY – Present
JUDY ORÍAS – Present
CRAIG SHALLANBERGER – Absent
BARRY WINICK – Present

ADVISORY MEMBER: DR. MICHAEL GLASSOW – Absent
CITY COUNCIL LIAISON: DALE FRANCISCO – Absent
PLANNING COMMISSION LIAISON: STELLA LARSON – Absent

STAFF:
JAIME LIMÓN, Design Review Supervisor – Present at 1:33 p.m. to 1:44 p.m.
MICHAEL BERMAN, Project Planner/Environmental Analyst – Present until 2:52 p.m.
SUSAN GANTZ, Planning Technician – Present
GABRIELA FELICIANO, Commission Secretary – Present

Website: www.SantaBarbaraCa.gov

An archived video copy of this regular meeting of the Single Family Design Board is viewable on computers with high speed internet access on the City website at www.santabarbaraca.gov/hlc and then clicking on the *Meeting Videos* tab.

CALL TO ORDER.

The Full Board meeting was called to order at 1:30 p.m. by Chair Suding.

ATTENDANCE:

Members present: Boucher, Drury, La Voie, Murray, Orías, Sharpe, Suding and Winick.

Members absent: Shallanberger.

Staff present: Limón, Berman, Gantz, and Feliciano.

GENERAL BUSINESS:

A. Public Comment:

None.

B. Approval of the minutes of the Historic Landmarks Commission meeting of May 23, 2012.

Motion: Approval of the minutes of the Historic Landmarks Commission meeting of May 23, 2012, with correction.
Action: La Voie/Sharpe, 6/0/2. Motion carried. (Murray/Orías abstained. Shallanberger absent.)

C. Consent Calendar.

Motion: Ratify the Consent Calendar as reviewed by Philip Suding.
Action: Boucher/Winick, 8/0/0. Motion carried. (Shallanberger absent.)

D. Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals.

1. Ms. Gantz made the following announcements:

   a) Chair Suding would be stepping down from Item 1 at 902 Chapala Street and Commissioner Shallanberger would be absent from today's meeting.

   b) The projects to repaint the buildings at 718, 716, 714, 712 State and 15 E. Ortega Streets, which were continued two weeks to today's meeting, have been indefinitely postponed at the owner's request.

   c) The first Historic Landmarks Commission meeting in July will take place on Tuesday the 3rd due to the legal holiday on the 4th.

2. Mr. Limón announced that Nicole Hernández has been hired as the new City Urban Historian. She will begin June 18, 2012.

3. Commissioners Drury and Murray announced they would not be attending the June 20, 2012, HLC meeting.

E. Subcommittee Reports.

No subcommittee reports.

**** THE COMMISSION RECESSED FROM 1:37 P.M. UNTIL 1:44 P.M. ****

CONCEPT REVIEW - NEW

1. **902 CHAPALA ST** C-2 Zone

(1:45) Assessor's Parcel Number: 039-321-019
Application Number: MST2012-00217
Owner: Cynthia D. Howard Gift Trust
Architect: Cearnal Andrulaitis Architecture

(Proposal to reconfigure an existing parking lot including repaving approximately 400 square feet and restriping 22 parking spaces. Also proposed is new parking lot landscaping and the relocation of a trash enclosure. A waiver of 5'-0" wide planters along the north and east perimeters is requested. This parcel is located in the 100% parking Zone of Benefit. Building facade changes were approved under separate application MST2012-00149. A parking waiver is requested.)

(Action may be taken if sufficient information is provided.)

Actual time: 1:44

Present: Brian Cearnal, Architect
Philip Suding, Landscape Architect

Public comment opened at 1:49 p.m. and, with no one wishing to speak, was closed.

Motion: Project Design and Final Approvals with the comment that the applicant should consider a change in the pebbles selection.
Action: Orías/Drury, 7/0/0. Motion carried. (Suding stepped down. Shallanberger absent.)

There is a ten-day appeal period.

**** THE COMMISSION RECESSED FROM 1:59 P.M. TO 2:04 P.M. ****

PROJECT DESIGN REVIEW

2. **0 BLK W MASON ST**
(2:15) Assessor's Parcel Number: ROW-002-096
Application Number: MST2010-00261
Owner: City of Santa Barbara
Applicant: Thomas Conti

(Proposal to replace the structurally deficient Mason Street Bridge over Mission Creek and increase channel capacity in accordance with the approved 2001 Lower Mission Creek Flood Control Project Environmental Impact Report/Environmental Impact Statement. The existing bridge span is 35 feet and the new bridge span will be 55 feet; the existing road bed width is 36 feet and the new road bed width will be 60 feet.)

(Project Design Approval is requested. Requires compliance with City Council Resolution No. 01-137. Project was last reviewed on February 29, 2012.)

Actual time: 2:04

Present: John Ewasiuk, City Principal Engineer

Staff comments: Michael Berman stated that the project has been revised and the project description should have read: "The existing bridge span is 35 feet and the new bridge span will be 55 feet; the existing bridge road bed width is 24.4 feet and the new road bed width will be 28 feet. The existing total bridge width is 33.4 feet and the proposed bridge total width would be 43 feet."

Public comment opened at 2:28 p.m.

Lee Moldaver, Creeks Advisory Committee, spoke in support of the project and commented on Kimberly Avenue made into a one-way street towards the freeway.

Mark Romasanta, adjacent property owner, spoke in support of the project.

Eddie Harris, Santa Barbara Urban Creeks Council, spoke in support of the project and commented on careful exploration of alternatives, shading for quality habitat, and making Kimberly Avenue into a one-way street.

Public comment closed at 2:34 p.m.

Motion: **Continued two weeks with the following comments:**

1. Extend the landscaping towards the corner of Kimberly and Mason Streets.
2. Size the boulders correctly in preparation for storm events.
3. Study the terminus of the bridge rails making them substantial.
4. Study guardrail treatment to make the proposed material look like wood.
5. The Commission is in support of an open rail bridge design; but what is being proposed is not acceptable and should conform to El Pueblo Viejo Guidelines.
6. The bridge should be made as narrow as possible so that it is consistent with the residential neighborhood setting.

Action: Boucher/Drury, 8/0/0. Motion carried. (Shallanberger absent.)

CONCEPT REVIEW - CONTINUED

3. **1936 STATE ST** C-2 Zone

(2:45)

Assessor's Parcel Number: 025-372-001
Application Number: MST2011-00167
Owner: Mobil Oil Corporation
Applicant: Cadence Development
Agent: Lucy Dinneen
Architect: Kirk Gradin

(Proposal to construct a new 3,450 square foot, 33 foot tall, one-story, non-residential building on a 22,466 square foot lot. A new parking lot behind the building will provide 18 parking spaces, one space more than required. Grading outside of the building footprint will be balanced on site at 120 cubic yards. Development Plan Approval findings are required by the Historic Landmarks Commission to allow the development of 2,449 square feet of new non-residential floor area. The site has retained an 851 square foot demolition credit.)

(Fourth Concept Review. Comments only: Project requires Environmental Assessment and Development Plan Approval findings. Project was last reviewed on May 9, 2012.)

Actual time: 2:52

Present: Kirk Gradin, Architect
Kelly Brodison, City Assistant Planner

Public comment opened at 3:04 p.m.

Fred Sweeney, Upper East Association, expressed concern with large parking exposed to State Street and appropriate architectural solution.

Lisa Burns, Upper East Association, expressed concern with generation of high traffic and compatibility with residential neighborhood.

Innovative Bridge Rail

Mason Street Bridge Replacement Project

July 17, 2012

Mason St. Bridge Replacement Project

Council Action Requested:

A. Confirm that Kimberly Avenue shall remain a two-way street,

B. Approve the proposed Mason Street Bridge Project width design and roadway geometry,

C. Accept $5,106,236 FHWA grant funding, and

D. Authorize PW Director to execute a Final Design Contract with Bengal Engineering

Mason St. Bridge Replacement Project

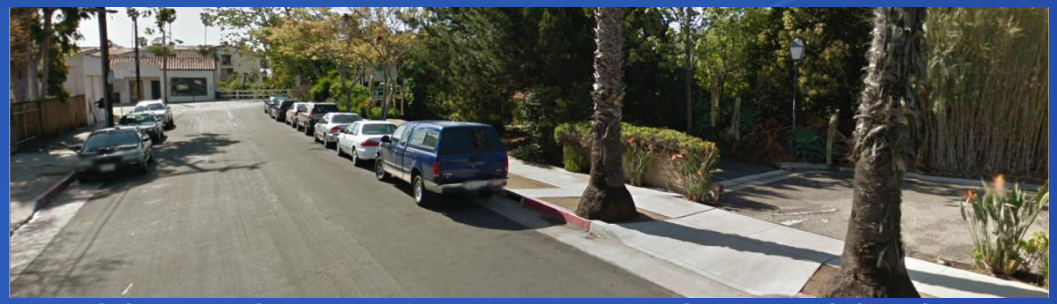
Mason St. Bridge Replacement Project

Background

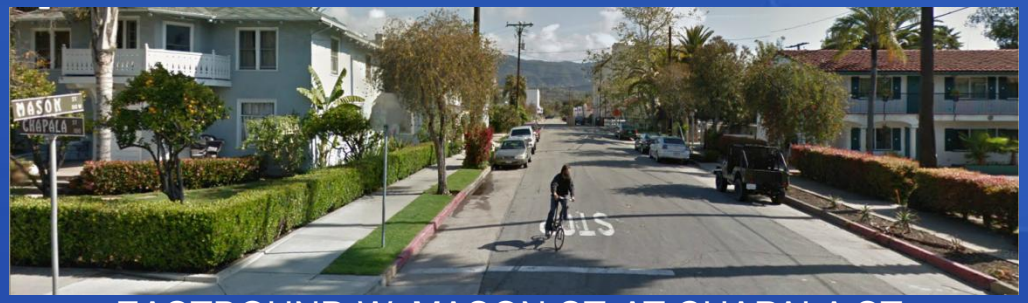
- In 2001 Council approved the Lower Mission Creek Flood Control Project (LMCFCP) EIS/EIR and PC approved the 2008 CDP
- Prior approvals are the basis for bridge replacement projects within the LMCFCP

Mason St. Bridge Replacement Project

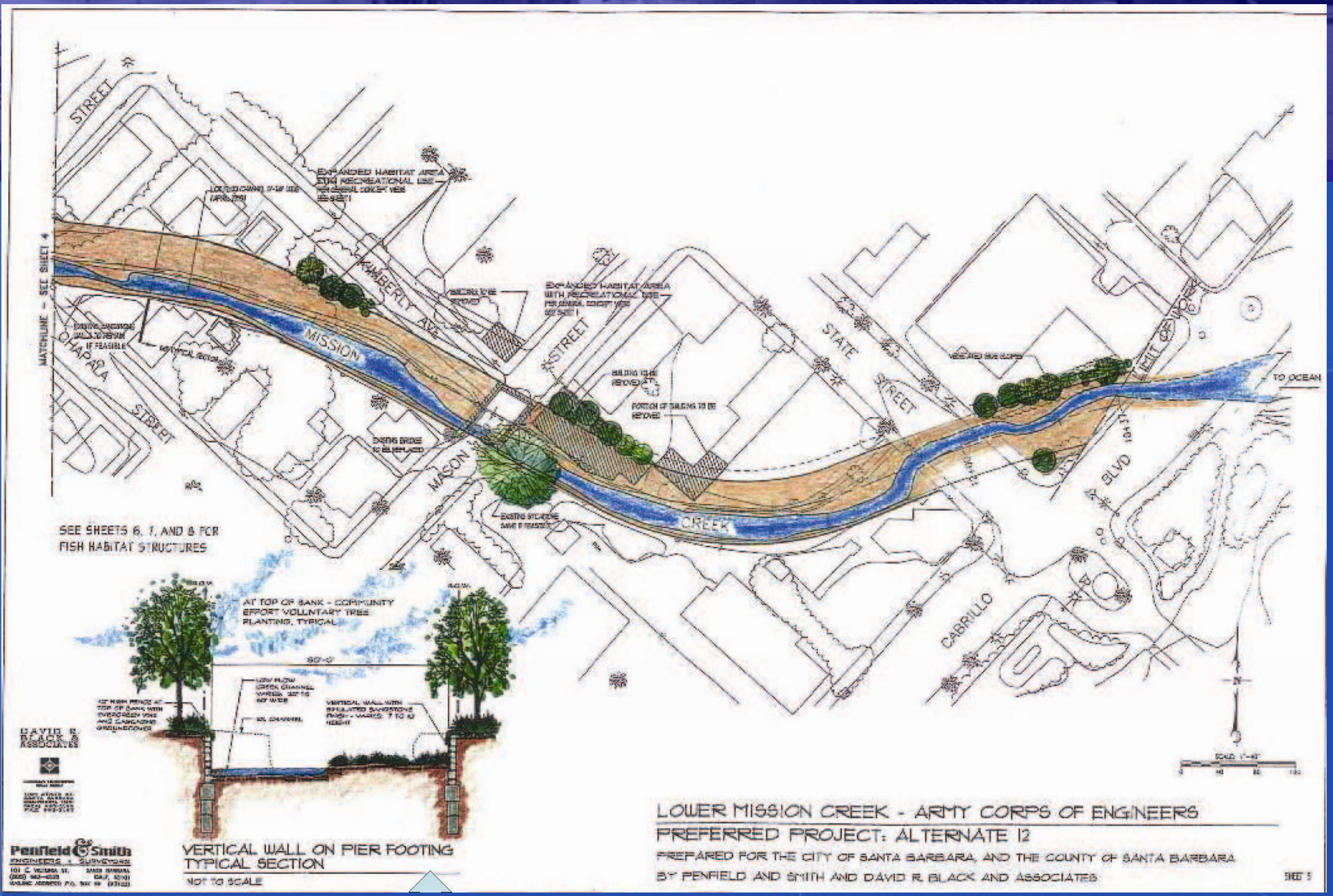
NORTHBOUND KIMBERLY AVE. AT W. MASON ST.



SOUTHBOUND KIMBERLY AVE. TO W. MASON ST.



EASTBOUND W. MASON ST. AT CHAPALA ST.


MATCHLINE - SEE SHEET 4
STREET
EXPANDED HABITAT AREA WITH RECREATIONAL USE
KIMBERLY AVE
MISSION
CHAPALA
STREET
STATE
STREET
MASON
CREEK
TO OCEAN
BLVD
CABRILLO
SEE SHEETS 6, 7, AND 8 FOR FISH HABITAT STRUCTURES
AT TOP OF BANK - COMMUNITY EFFORT VOLUNTARY TREE PLANTING, TYPICAL
VERTICAL WALL ON PIER FOOTING
TYPICAL SECTION
NOT TO SCALE
DAVID R. BLACK & ASSOCIATES
Penfield & Smith
ENGINEERS + SURVEYORS
LOWER MISSION CREEK - ARMY CORPS OF ENGINEERS
PREFERRED PROJECT: ALTERNATE 12
PREPARED FOR THE CITY OF SANTA BARBARA, AND THE COUNTY OF SANTA BARBARA
BY PENFIELD AND SMITH AND DAVID R. BLACK AND ASSOCIATES
SHEET 5

Mason St. Bridge Replacement Project

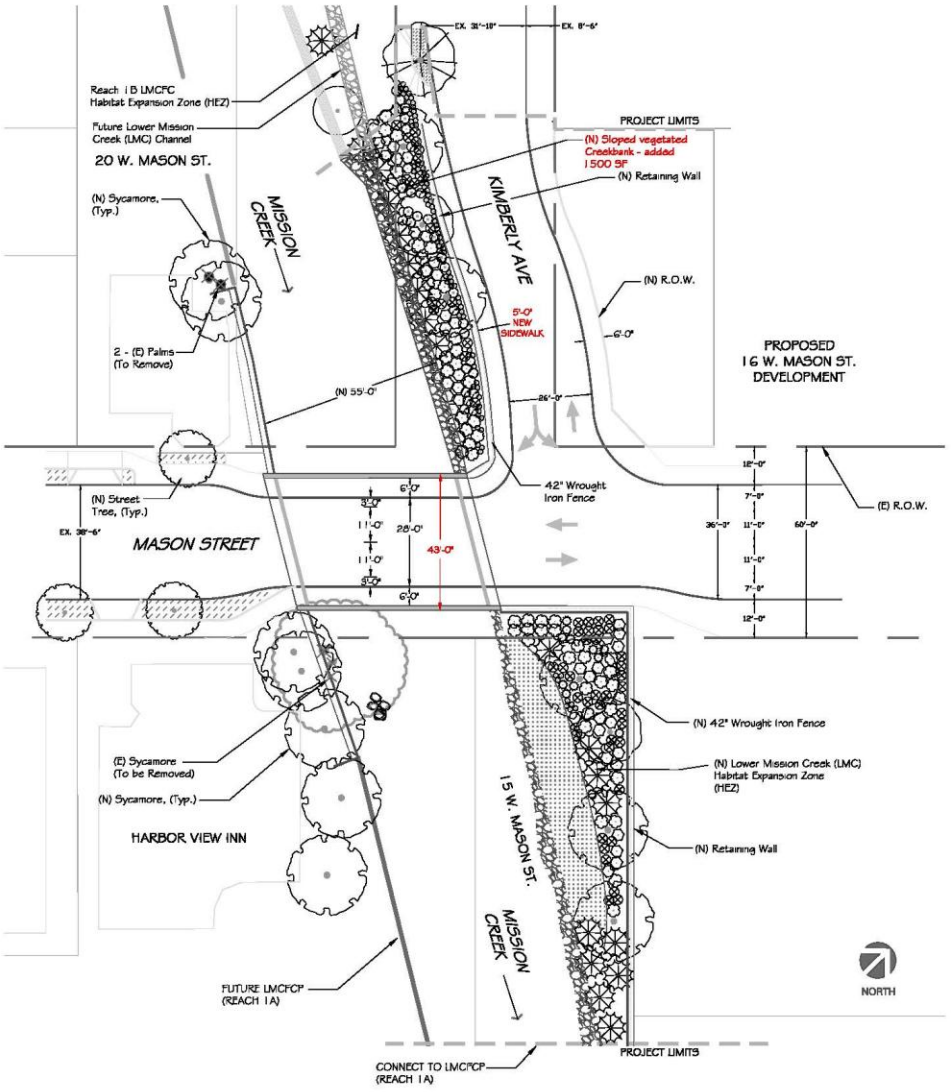
- Project has been reviewed by the City boards and commissions
- Competing priorities and conflicting policies
  - A. Kimberly Avenue Two-Way vs One-Way
  - B. Bridge Geometry and Bridge Width

Mason St. Bridge Replacement Project

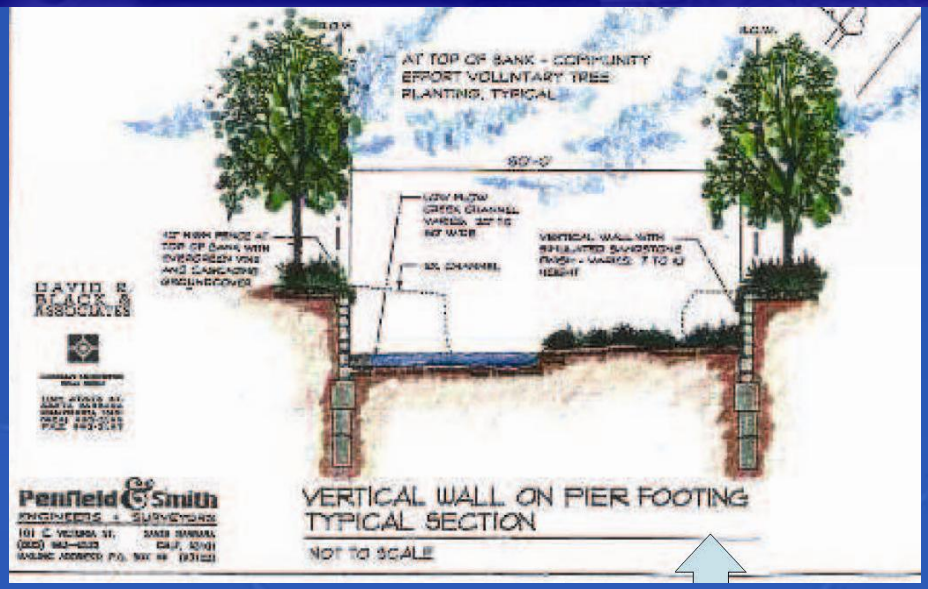
Competing Interests

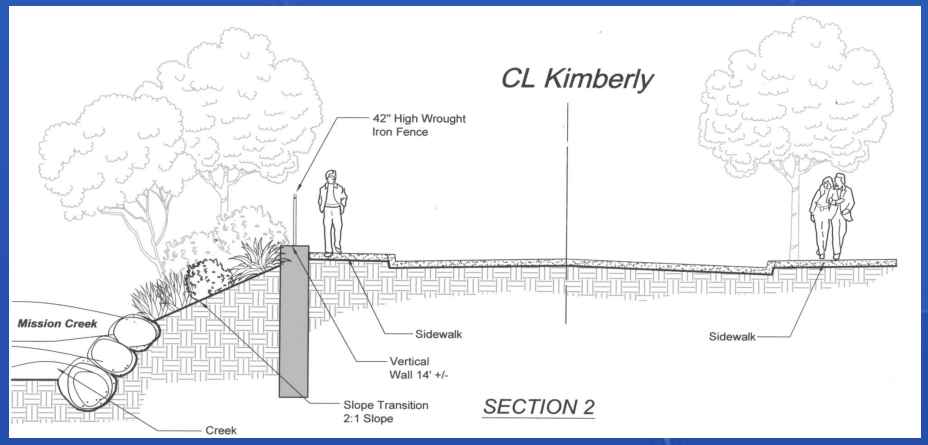
- Additional vegetated creek bank slopes vs. Kimberly Avenue circulation
- Appropriate bridge sidewalk width vs. narrowest bridge width feasible

Mason St. Bridge Replacement Project



Mason St. Bridge Replacement Project





Mason St. Bridge Replacement Project

Kimberly Avenue One-Way vs. Two Way

- Approvals to date reflect Kimberly as a two-way street in accordance with the approved EIS/EIR and the Circulation Element
- CAC recommend a one-way street
- TCC recommend a two-way street
- HLC recommend narrowest bridge width feasible for neighborhood compatibility

Mason St. Bridge Replacement Project

Kimberly Avenue One-Way vs. Two Way

- Changing the street to one-way would require neighborhood outreach/support, additional CEQA review which may jeopardize project federal funding
- Proposed design follows the TCC recommendation for Kimberly to remain a two-way street
- Area property owners/reps have been contacted and the majority prefer Kimberly remain two-way

Mason St. Bridge Replacement Project

Kimberly Pavement Width

- Kimberly is 31.8 feet wide curb to curb
- Adjacent streets widths vary from 36 to 42 feet wide curb to curb
- HLC & CAC recommend a portion of Kimberly be narrowed to 20 feet (minimum one –way width)
- A 20 foot wide street section will not accommodate Kimberly/Mason design vehicle turning movements for two-way traffic

Mason St. Bridge Replacement Project

Mason St. Bridge Replacement Project

Bridge Design Width

- Must meet Federal, State and City standards
- Existing Bridge width is 33.4 feet (24.4 feet curb to curb)
- Proposed Bridge is 43 feet wide (28 feet curb to curb)
- HLC has requested a 30 foot wide bridge which will not meet current design standards

Mason St. Bridge Replacement Project

- An Innovative Bridge Rail allows the narrowest bridge width feasible
- The Innovative Bridge Rail requires the approval of the HLC
- HLC supports the Innovative Bridge Rail style

Mason St. Bridge Replacement Project

EXISTING MASON STREET BRIDGE RAIL

INNOVATIVE BRIDGE RAIL STYLE

Mason St. Bridge Replacement Project

Conclusions

- Proposed project strives to balance competing City goals and HLC, CAC and transportation policies
- Kimberly as a one-way street is proposed in conformance with approved EIS/EIR and Circulation Element, and to not risk losing grant funding
- The narrowest bridge width is pursued while meeting the approval standards

Mason St. Bridge Replacement Project

Staff Recommendations :

A. Kimberly Avenue remain a two-way street,

B. Approve the proposed Mason Street Bridge Project width design and roadway geometry with design exceptions as approved by the City Engineer,

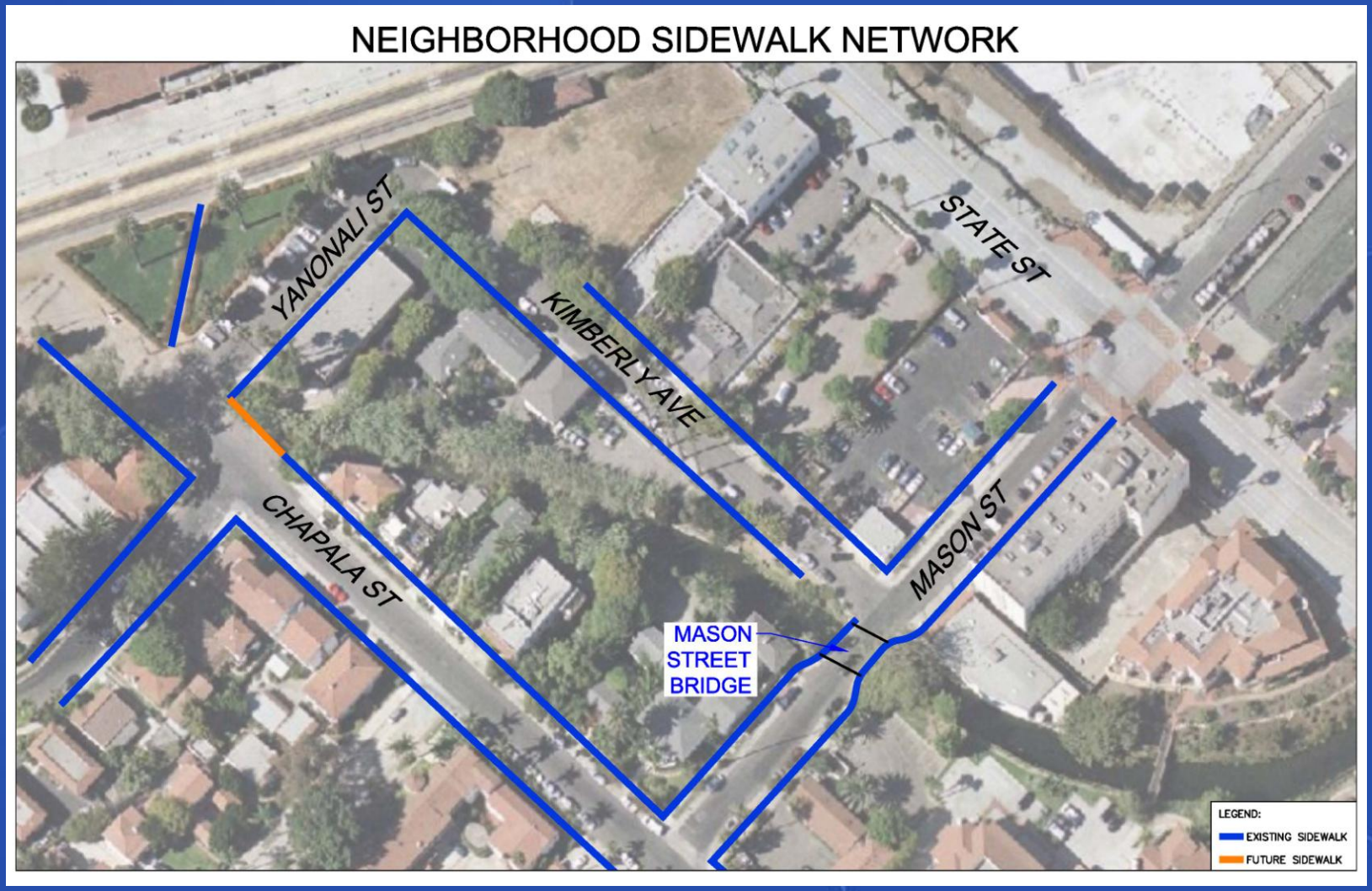
C. Accept $5,106,236 FHWA grant funding, and

D. Authorize PW Director to execute a Final Design Contract with Bengal Engineering

Mason St. Bridge Replacement Project

- Backup Slides

Mason St. Bridge Replacement Project



Mason St. Bridge Replacement Project

Project Sidewalk Issues – Kimberly Ave

- 80 foot sidewalk gap east of Kimberly, north of Mason
- Completing this “missing link” is in conformance with the Circulation Element and the American With Disabilities Act
- HLC and CAC recommend no sidewalk

Mason St. Bridge Replacement Project

Mason Street Bridge Replacement Project

BRIDGE DESIGN EXCEPTION MATRIX

	Design Criteria				Comments	
Bridge Roadway Width	[1] 30' Minimum Roadway Width Met per AASHTO and Caltrans?[1]	[2] 12' Traveled Way Width Met per Caltrans?	[3] Kimberly Avenue Sight Distance Met per AASHTO?	[4] Bridge Roadway Width Equals Roadway Approach Width per AASHTO and Caltrans?	Summary of Issues	Item(s) Requiring Design Exception[2]
28'	No	No	Yes if "See-Through Bridge Rail" is feasible	No	Proposed bridge roadway width < 30' minimum required roadway width to meet AASHTO standards. 11' TW < 12' minimum TW. Bridge roadway width < 36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[1], [2], [4]
30'	Yes	No	Yes if "See-Through Bridge Rail" is feasible	No	11' TW < 12' minimum TW. Bridge roadway width <36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[2], [4]
32'	Yes	No	Yes	No	11' TW < 12' minimum TW. North bridge rail must be located 26.5' from Mason St. centerline for sight distance. Bridge roadway width < 36'roadway approach width at EO. Bridge roadway width < 38.5' roadway approach width at WO.	[2], [4]

Abbreviations:

AASHTO	American Association of State Highway and Transportation Officials	EO	East of Bridge
		TW	Traveled Way
Caltrans	California Department of Transportation	WO	West of Bridge

Notes:

1 The 30' minimum roadway width is comprised of 12' travel ways and 3' shoulders.

2 The purpose of the design exception process is to create a written record that documents the engineering decisions leading to the approval of each exception from a design standard. Source: *Chapter 21, "Exceptions to Design Standards."* Project Development Procedures Manual. California Department of Transportation.

Mason St. Bridge Replacement Project

Mason Street Bridge Replacement Project

SIGHT DISTANCE CRITERIA COMPARISON CHART

	Kimberly Avenue- 2-WAY TRAFFIC with Sight Distance Criteria	Kimberly Avenue- 1-WAY TRAFFIC (NB from Mason Street) without Sight Distance Criteria	Kimberly Avenue- 2-WAY TRAFFIC (NB from Mason Street) with Sight Distance Criteria and using See-Through Bridge Rail
Proposed Geometry:	32' Mason Street Bridge	28' Mason Street Bridge	28' Mason Street Bridge
[1] Traveled Way Width (WB/EB)	11'/11' *	11'/11' *	11'/11' *
[2] Shoulder Width (WB/EB)	7'/3'	3'/3'	3'/3'
[3] Bridge Roadway Width ([1]+[2])	32'	28' *	28' *
[4] Sidewalk Width (NS/SS)	8.5'/6'	6'/6'	6'/6'
[5] Barrier Rail Width (NS/SS)	1.5'/1.5'	1.5'/1.5'	1.5'/1.5'
[6] Total Bridge Width	49.5'	43'	43'

Abbreviations:
EB Eastbound Travel
NB Northbound Travel
NS North Side of Bridge
SS South Side of Bridge
WB Westbound Travel
* Requires Design Exception

Mason St. Bridge Replacement Project